

Hong Kong ship 26th 1860

ABSTRACT LOG

(MAURY'S WIND AND CURRENT CHARTS.)

Kept on board the

Ship Alice Thorndike

during the years 1860 and 61

ALICE THORNDIKE, ship

Built at Thomaston, Me., 1855

Log: From Hong Kong to Talienwan
Bay-Nagasaki-Pieho-Hong Kong
26 May 1860-15 Oct. 1860
Master: William H. Thorndike

Log: From Canton to Havana
(with Chinese Emigrants)
15 Jan. 1861-4 May 1861
Master: Wm. H. Thorndike

Log: From Rockland, Me. to Adelaide
and Melbourne
10 Sept. 1861-18 Dec. 1861
Master: same

Log: From Geelong, Victoria, to
Dunedin, N.Z.
19 March 1863-27 March 1863
Master: Wm. H. Thorndike

LOG 1254



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Coolidge

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656
1860 A

Ship Alice Thomdale Hong Kong Aug 26, 1860
Under Charter to British Government as Transport

Cal 90 of Stone furnished and taken two tons of Coals
On Sept 21 feet forward 20 feet in 20 inches
one hundred on 4 feet tons of Stone Calcutt under
the Coils at 3 ft 6 in get under weigh and apply to Capt. Rhodes
Aug 26, 1860 Capt 2 ft on several orders from J. Hope Vm
Admiral and Commander in Chief. To proceed with all
dispatch to Talisman Bay Lat 34.52 N Long 122.48 East
and on arrival there report to the Senior Officer present

Aug 27 Got under weigh at 5 am. No force to sea at
10 Calm dropped anchor at the front of Linnin Island at 2 pm
weigh anchor and stood to sea at 6 pm the Great Linn
bore west by south 10 miles dist

Abstract Log of Ship *Alie Thomsen* Captain *W. H. Thomsen*

Date	Hour	LATITUDE	LONGITUDE	CURRENTS		BAROMETER		THERM.		FORM AND DIRECTION OF CLOUDS.	*PROP. OF SKY CLEAR	HOURS OF FOG A. RAIN B. SNOW C. HAIL D.	MAGNETIC VARIATION OBSERVED.		WINDS.	
				Direction.	Rate.	Height.	Therm. Altd.	Air.	Water.						Direction.	Rate.
Aug 27	1					29.45	82.81	78		Br Cum & cir	3	B 2			West	2
	9															
Noon	12					29.45	82.84	78		Br Cum & cir	4				Calom	0
	3															
	4					29.45	82.86	78		Sum & cir	2				W 2 W	3
	8					29.45	82.81	77		Sum & cir	2				W 2 W	3
	9															
Noon	12	22.20	116.30			29.70	82.83	77		Sum & cir	5				W 2 W	4
	3															
	8					29.20	82.81	76		Sum & cir	2	H 200			SW	4
	4					29.25	82.81	76		Sum & cir	1	44			SW	2
	9															
Noon	12	23.28	118.28			29.65	82.78	76		Sum & cir	0	44			SW	1
	3															
	8					29.40	80.78	76		Sum & cir	0	16.3			W 2 W	4
	4					29.20	80.75	74		Sum & cir	0	16.7			W 2 W	4
	9															
Noon	12	23.26	119.10	SW	15	29.70	76.72	70		Sum & cir	0	16.8			W 2 W	5
	3															
	8					29.70	76.70	68			0	16.8			W 2 W	8
	4					29.70	77.70	68			0	16.7			W 2 W	9
	9															
Noon	12	23.44	115.20	SW	20	29.85	77.70	68			0	16.0			W 2 W	9
	3															
	8					29.85	77.70	68			0	16.0			W 2 W	9
	4					29.85	77.70	68			0	16.0			W 2 W	9
	9															
Noon	12	22.45	113.50	SW	15	29.90	77.70	66			0	16.2			W 2 W	9
	3															
	8					29.75	72.70	68			0	16.7			W 2 W	9
	4					29.75	72.70	68			0				W 2 W	6
	9															
Noon	12	22.18	120.12	SW	00	30.00	78.76	67		Sum & cir	2				W 2 W	4
	3															
	8					30.00	80.78	72		Sum & cir	4				W 2 W	1
	4					30.00	80.78	72		Sum & cir	3				Calom	1
	9															
Noon	12	21.35	120.09	SW	10	30.00	82.80	78		Sum & cir	4				W 2 W	3
	3															
	8					30.00	80.78	78		Sum & cir	1	16.1			W 2 W	3
	4					30.00	80.78	74		Sum & cir					W 2 W	2
	9															
Noon	12	22.19	121.20	SW	10	30.00	82.80	78		Sum & cir	4				W 2 W	4
	3															
	8					30.10	82.81	74		Sum & cir	4				Calom	

From Hong Kong

to Taken Khan Bay

1860

2

Ther. in use, No.

Corrections,

REMARKS.

* "PROP. SKY CLEAR."
 3 Entirely overcast.
 10 Not a cloud to be seen.

May 27. at 5 Am got under weigh to proceed to Lon. at 10 Calm
 drifts under of the front of Laron Island at 2 p.m. breeze
 and then to Lon at 6 p.m. east point of Great Lamma
 Island 1/2 S ten miles dist. Clear weather with insolation from
 East

28. Calm pleasant with light breeze from N.E. all sail set
 Course North 86 E East 137 miles dist. pleasant with dark
 moon from N.E. W. throughout

29. Calm pleasant with dark winds from S.W. at 8 p.m. slight
 breeze. Shells and salt crust falling. Course North 88 East
 124 miles dist. Dark calm with insolation from S.W. Saw
 several small land birds about the ship appearance of darkness
 kind

30. Calm with small birds and shifted to N.E. in a squall in
 night to 1/2 about sails a white sail and strings at 6 p.m. passed
 to N. East got a cut of the land 22 p.m. small shells first
 heavy from sudden shifts of wind from N.W. to N.E. & S.E. at 7 p.m.
 saw two islands one of the Peonians being 12 to 15 miles dist
 at 7.50 A.M. to 10 p.m. dark sunny weather throughout

31. Calm with dark heavy weather with heavy rain at 2 p.m.
 double height to 10 p.m. at 4 p.m. course then East to 10 p.m.
 dark about sea ship labouring very heavy at 5 p.m. light the fog
 strong N.E. gale throughout

32. Calm with strong gale with rain squalls heavy cross sea at
 6 p.m. dark and out into and set to

ERRATUM.

In the note relative to "Proportion of Sky Clear," at top of right hand page of Abstract Log, the
 figure "3" has been erroneously printed, on some pages, to designate "Entirely overcast." The note
 should read as follows:—

* "PROP. SKY CLEAR."
 0 Entirely overcast.
 10 Not a cloud to be seen.

It is recommended that before any entries are made in the Abstract Log, the above-named
 error be corrected with pen and ink, on every page on which it occurs.

Abstract Log of Ship *Alie Thumcha* Captain *W. H. Thumcha*

Date	Hour	LATITUDE	LONGITUDE	CURRENTS		BAROMETER		THERM.		FORM AND DIRECTION OF CLOUDS	*PROP. OF SKY CLEAR.	HOURS OF FOG A. RAIN B. SNOW C. HAIL D.	MAGNETIC VARIATION OBSERVED.	WINDS.	
				Direction	Rate	Height	Ther. Air'd.	Air	Wat'r					Direction	Rate
Aug 27	1					29.75	82.81	76		Sea cum & cir	3	B. B.		West	7
	9														
	Noon 12					29.65	83.84	78		Sea cum & cir	4			Calom	7
28	1					29.65	83.82	78		Sea cum & cir	2			W. S. W.	8
	4					29.65	82.81	77		Sea cum & cir	2			W. S. W.	8
	9														
29	Noon 12	22.20	116.30			29.70	82.83	77		Sea cum & cir	5			W. S. W.	4
	3														
	8					29.70	82.81	76		Sea cum & cir	2	H. S. B.		S. W.	4
30	1					29.65	81.91	76		Sea cum & cir	1	4.4		S. W.	2
	9														
	Noon 12	23.23	118.28			29.65	81.78	76		Sea cum & cir	1	4.4		S. W.	1
31	1					29.65	80.78	76		Sea cum & cir	0	4.3		W. S. W.	1
	4					29.20	80.75	74		Cloudy	0	6.7		W. S. W.	1
	9														
Sept 1	Noon 12	24.06	119.10	5.47	15	27.70	76.72	70		Cloudy	0	4.2		W. S. W.	5
	3														
	8					29.70	76.70	68			0	4.3		W. S. W.	8
2	1					29.70	71.70	68			0	4.2		W. S. W.	9
	9														
	Noon 12	20.44	113.20	5.70	15	29.85	71.70	68			0	4.0		W. S. W.	9
3	1														
	8					29.80	71.70	68			0	4.0		W. S. W.	9
	4					29.85	71.70	68			0	4.0		W. S. W.	9
4	9														
	Noon 12	22.45	113.57	5.70	15	29.90	71.70	66			0	4.2		W. S. W.	9
	3														
5	8														
	4														
	9														
6	Noon 12	22.40													
	3														
	8														
7	1														
	4														
	9														
8	Noon 12	21.30													
	3														
	8														
9	1														
	4														
	9														
10	Noon 12	22.17	121.00	5.70	15										
	3														
	8					30.10	82.41	74		Sea cum & cir	4			Calom	

From Hong Kong

to Takien Kwan Bay

1860

2

Ther. in use, No.

Corrections.

REMARKS.

"PROP. SKY CLEAR."
 2 Entirely overcast.
 10 Not a cloud to be seen.

May 27. at 5 am got under way to proceed to Lon. at 10 Calm
 drifts anchor of the front of Larow Island at 2 p.m. 4 miles
 back and stand to Lon at 6 p.m. East point of Great Lamma
 Island lies N by E ten miles dist. Clear weather with undulations from
 East

28. Clear pleasant with light wind from S.W. all sail set
 Course with 46 & East 137 miles dist. pleasant with dull
 mist from S.W. throughout

29. Clear pleasant with light winds from S.W. at 8 p.m. slight
 showers. Huddell and East point passing. Course with 52 East
 124 miles dist. Ends calm with undulations from S.W. Saw
 several small land birds about the ship appearance of darkness
 kind

30. Calm with small rain and lightning to N.E. in a squall in
 boats to fore and back 2 miles dist. and strong winds at 6 p.m. passed
 to N.E. but got a calm at the land 22 fathoms land. Huddell point
 passing. Saw sudden shifts of wind from N.W. to N.E. & S.W. at 7 am
 saw high Island one of the Comoros losing sight to two miles dist.
 at 9 stalked to N.W. 5000 fms. turning weather throughout

31. Calm with dark heavy weather with heavy rain at 2 p.m.
 double height to point at 4 in courses. Fine birds to fore and
 back. Short sea ship. Lightning very heavy at 5 miles dist. to fore
 and back at 6 miles throughout

32. Calm with dark heavy weather strong gale from N.E. with short
 squalls to fore and back at 6 miles throughout

2. Calm with strong gale with rain squalls heavy. Crossed on at
 6 am close dist. Out to sea and set the compass at 10 am all
 sail set at 11.30 then made land by Larow Island losing sight of
 15 miles dist. at one p.m. saw the first of Comorian Islands on the
 end of Larow

3. Calm with light blustering winds and calm weather from
 South end of Larow at 4 p.m. took ship sails. Both boats
 lying N by E two miles dist. at 9 slight rain squall
 strong current setting East

4. Calm pleasant with light drizzling winds and strong
 current setting East to N.E. & at 8 am saw Red Bank
 lying East by N.W. 14 miles dist. at 12 saw Thomas Island
 N.W. & 20 miles dist. at 8 p.m. passed 3 miles to the West of

Abstract Log of

Captain

Date.	Hour.	LATITUDE.	LONGITUDE.	CURRENTS.		BAROMETER.		THERMR.		FORM AND DIRECTION OF CLOUDS.	PROP. OF SKY CLEAR.	HOURS OF FOG A. RAIN P. SNOW C. HAIL D.	MAGNETIC VARIATION OBSERVED.		WINDS.	
				Direction.	Rate.	Height.	Ther. Amd.	Air.	Wat.						Direction.	Rate.
5	4					50.42	81	80	80	Cloudy	4				East	1
	9															
Noon.	12	22.56	121.58	48	30	50.40	86	85	80	Cloudy	4				Calon	
	3															
	8					50.10	94	87	80	Cloudy	4				SEW	2
6	4					50.10	81	80	80	Cloudy	5				SEW	3
	9															
Noon.	12	24.57	122.54	42	15	50.42	82	81	80	Cloudy	4				SEW	3
	3															
	8					50.42	80	79	75	Cloudy	2				SEW	3
7	4					50.42	86	76	75	Cloudy	0				SEW	3
	9															
Noon.	12	26.40	123.24	85	30	29.72	76	75	75	Cloudy	13	4			SEW	3
	3															
	8					29.70	76	75	75	Cloudy	0	12			SEW	
8	4					29.70	76	74	75	Cloudy	0				Calon	0
	9															
Noon.	12	27.10	123.50			29.70	78	76	75	Cloudy	0				SEW	1
	3															
	8					29.70	78	76	75	Cloudy	0				SEW	2
9	4					29.70	75	75	75	Cloudy	0				SEW	1
	9															
Noon.	12	28.00	123.54			29.70	76	75	72	Cloudy	0				SEW	
	3															
	8					29.70	77	75	72	Cloudy	0				SEW	1
10	4					29.70	75	75	72	Cloudy	0				SEW	
	9															
Noon.	12	29.00	124.17			29.70	75	75	72	Cloudy	0	13			Calon	
	3															
	8					29.70	74	72	72	Cloudy	0	13			Calon	
11	4					29.70	70	68	70	Cloudy	0	13			SEW	3
	9															
Noon.	12	30.55	123.58			29.70	70	68	64	Cloudy	0	13			SEW	4
	3															
	8					29.70	70	68	66	Cloudy	0	13			SEW	5
17	4					29.70	70	68	66	Cloudy	2				SEW	5
	9															
Noon.	12	32.04	123.21			29.70	72	69	66	Cloudy	0				SEW	2
	3															
	8					29.70	70	68	66	Cloudy	2				SEW	1
18	4					29.70	70	68	66	Cloudy	2				SEW	1
	9															
Noon.	12	34.04	123.23			29.70	72	69	66	Cloudy	1				SEW	
	3															
	8					29.70	72	71	66	Cloudy	1				SEW	1

Ther. in use, No. _____

Corrections, _____

REMARKS.

☐ "Prop. Sky Clear."
 ● Entirely overcast.
 10 Not a cloud to be seen.

5. Cloud with light breeze also a calm strong current set at N 8 with gentle ebb, taking the ship land on a point at 6. One Commanche Island seen 2 or 3 miles distant. Forenoon chase in about the month of the time at
6. Cloud pleasant with light wind from S W. at 4. One low Russian Island seen 5 or 6 10 miles distant. Strong tide rises at 4 p.m. weather getting heavier.
7. Cloud pleasant with light wind from S W. heavy dew at 6 o'clock and ample to North compasses with small down at 4 p.m. de dew a large ship. Sailing S W. Several small land birds about the ship.
8. Cloud with light puffing winds and cloudy smooth sea plenty of Salspore seen. Saw several swallows about the ship during the day. Cloudy and light winds throughout.
9. Cloud with light breeze and smooth sea at 6 a.m. Saw two ships bearing S W 8 about 8 miles distant at 2 p.m. light breeze from North ships still in sight though one of them in the green of the East at 6 p.m. and light from S E.
10. Cloud pleasant with light breeze all round the compass. Middle part calm with mod breeze. Set fast light airs turning the water in eddies & laughs a land light about the size of a pigeon lit on the chain by a pole.
11. Cloud with dark cloudy weather and mod breeze at 11.30 a.m. Saw a large whale going South at 6 p.m. heaving in the N W. Saw several large sea birds something like a cape hen.
12. Cloud pleasant with light breeze from East and smooth sea at 6 o'clock saw two ships ahead. at 4 p.m. exchange signals with ship. Chalden Transport from Hong Kong 23 days out. no birds seen plenty of fish in schools like salmon ends pleasant with smooth sea.
13. Cloud pleasant with light breeze from East ship Chalden still in sight. Saw a small land bird something like a sparrow. Ends pleasant with smooth sea.

Abstract Log of

Captain

[illegible]

Ther. in use, No. }

Corrections, }

REMARKS.

"-PROP. SKY CLEAR."
 0 Fairly overcast.
 10 Not a cloud to be seen.

14. ... was touching the water in ...
 ... white

15.

16.

Ther. in use, No.

Corrections.

REMARKS.

* "PROP. SKY CLEAR."
0 Entirely overcast.
10 Not a cloud to be seen

- [illegible]

Abstract Log of

Captain

Date.	Hour.	LATITUDE.	LONGITUDE.	CURRENTS.	BAROMETER.	THERM.	FORM AND DIRECTION OF CLOUDS.	*PROP. OF SKY CLEAR.	HOURS OF FOG A. RAIN B. SNOW C. HAIL D.	MAGNETIC VARIATION OBSERVED.	WINDS.	Direction.	Rate.
27	1												
	9												
Noon	12												
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Ther. in use, No.

Corrections.

REMARKS.

* "PROP. SKY CLEAR."
0 Entirely overcast.
10 Not a cloud to be seen.

- 19.1 Some light rain, but increasing with a breeze of 14 to 20 m.p.h. and a heavy fog. Wind at 8 am light and calm. At 2.30 a black stormer old 18 young in great numbers at 4.30 am at 11.30 large lot in Ootsu harbor.
- 20 Some light rain with light wind from north. In addition from 8.30 to 10.30 a very thick fog. Large quantities of bubble fish swimming the water for miles about at 11.30 saw a bull standing east from of tide to high tide. It quitted and small fish.
- 21 Some light rain with light wind from north. At 10.30 a heavy fog. Large patches of dimmed water. Took up some of it and found it to be a kind of stone a kind of white foam, or else the shells are for miles about. Took like cloudy water. Present with light shifting into strong boat.
- 22 Some light rain with light wind from north. At 10.30 a heavy fog. Large patches of dimmed water. Took up some of it and found it to be a kind of stone a kind of white foam, or else the shells are for miles about. Took like cloudy water. Present with light shifting into strong boat.
- 23 Some light rain with light wind from north. At 10.30 a heavy fog. Large patches of dimmed water. Took up some of it and found it to be a kind of stone a kind of white foam, or else the shells are for miles about. Took like cloudy water. Present with light shifting into strong boat.
- 24 Some light rain with light wind from north. At 10.30 a heavy fog. Large patches of dimmed water. Took up some of it and found it to be a kind of stone a kind of white foam, or else the shells are for miles about. Took like cloudy water. Present with light shifting into strong boat.
- 25 Some light rain with light wind from north. At 10.30 a heavy fog. Large patches of dimmed water. Took up some of it and found it to be a kind of stone a kind of white foam, or else the shells are for miles about. Took like cloudy water. Present with light shifting into strong boat.
- 26 Some light rain with light wind from north. At 10.30 a heavy fog. Large patches of dimmed water. Took up some of it and found it to be a kind of stone a kind of white foam, or else the shells are for miles about. Took like cloudy water. Present with light shifting into strong boat.
- 27 Some light rain with light wind from north. At 10.30 a heavy fog. Large patches of dimmed water. Took up some of it and found it to be a kind of stone a kind of white foam, or else the shells are for miles about. Took like cloudy water. Present with light shifting into strong boat.
- 28 Some light rain with light wind from north. At 10.30 a heavy fog. Large patches of dimmed water. Took up some of it and found it to be a kind of stone a kind of white foam, or else the shells are for miles about. Took like cloudy water. Present with light shifting into strong boat.
- 29 Some light rain with light wind from north. At 10.30 a heavy fog. Large patches of dimmed water. Took up some of it and found it to be a kind of stone a kind of white foam, or else the shells are for miles about. Took like cloudy water. Present with light shifting into strong boat.
- 30 Some light rain with light wind from north. At 10.30 a heavy fog. Large patches of dimmed water. Took up some of it and found it to be a kind of stone a kind of white foam, or else the shells are for miles about. Took like cloudy water. Present with light shifting into strong boat.

Ther. in use, No. _____ }
 Corrections, _____ }

REMARKS.

"-Prior, Sky CLEAR."
 0 Entirely overcast.
 10 Not a cloud to be seen.

- At 6 p.m. at 4th. got under way & sailed for Hong Kong. Ship in very light sail at 10 p.m. 18 ft. 8 in on fore Reel. Wind light from S.E. at midnight at 12 ft. all from South
5. Calm pleasant with light air at 6 am. lost sight of the fleet. Light air and smooth sea throughout till noon. delightful weather
6. Continues pleasant with sea as smooth as a mill pond. Saw several albatrosses, several terns, South
7. Continues pleasant a large quantity of small birds about the ship. Saw a ship bound in the same as yesterday. at midnight heard the distant music of the Canton Islands
8. Calm pleasant at 6 p.m. Saw the ship. bore 7.00 W. 20 miles distant. Calm throughout. Sea quite smooth. Saw a large quantity of small birds bound up and down the gulph
9. Calm pleasant with light air from S.W. at 6 am. Saw the ship. bore 20 miles distant. at 10 am took to S.W. light air & smooth sea throughout
10. Calm with slight cloudy weather at 5 am. Small Squal from S.W. with rain in light clouds and double height of tide and with light breeze from S.W. small Squal from S.W.
11. Calm with strong wind from S.W. at 10 am. small Squal from S.W. with rain in light clouds and double height of tide and with light breeze from S.W. small Squal from S.W.
12. Calm with strong wind from S.W. at 4 p.m. Small Squal from S.W. with rain in light clouds and double height of tide and with light breeze from S.W. small Squal from S.W.

Then in use, No.

Corrections,

REMARKS.

{ " - Fair, Sky Clear."
 0 Entirely overcast.
 10 Not a cloud to be seen.

- Oct 13 Commenced with strong breeze from N.W. & good sheet up by dawn
 all sail set running down the channel
 at 4 p.m. saw two young salmon heading W. or W. 15 miles distant
 fresh breeze throughout
- Oct 14 Commenced with strong Gale from N.W. at 2 pm in the Galant sailed
 at 2 1/2 p.m. set main topgallant sail at 4 p.m. saw the first three
 salmon heading N. or N.W. 15 miles distant at 5 pm passed a ship
 heading S.W. made close but topgallant strong sail throughout
- Oct 15 Commenced with strong breeze from N.W. all plain sail set at 1 p.m.
 from the land heading was N. 20 miles distant at 9 am made Red Bluffs
 back heading N. by E ten miles distant at 10-10 passed it

Abstract Log of *U. S. Ship Albatross* Captain, *W. H. C. Tompkins*

				CURRENTS.	BAROMETER. THERM.		FORM AND DIRECTION OF CLOUDS.		*PROP. OF SKY CLEAR.	HOURS OF RAIN. B. MAGNETIC VARIATION OBSERVED.	WINDS.		
Date.	Hour.	LATITUDE.	LONGITUDE.	Direction.	Rate.	Height.	Ther. AIR. WATER.					Direction.	Rate.
16													
	3												
	9												
Noon.	12								1			SE	20
	3												
17	8								1			SE	0
	4								0			SE	5
	9												
Noon.	12	19.28	114-12						1			SE	6
	3												
18	8								10			SE	7
	4								2			SE	4
	9												
Noon.	12	15.46	113.47						0			SE	4
	3												
19	8								4			SE	2
	4								0			SE	0
	9												
Noon.	12	16.44	112.07						1			SE	3
	3												
20	8								2			SE	13
	4								0			SE	0
	9												
Noon.	12	17.40	111.22						0			SE	0
	3												
21	8								0			SE	0
	4								4			SE	0
	9												
Noon.	12	18.46	110.00						4			SE	4
	3												
22	8								0			SE	4
	4								0			SE	4
	9												
Noon.	12	19.20	108.49						4			SE	0
	3												
23	8								2			SE	4
	4								2			SE	4
	9												
Noon.	12	4.52	106.42						4			SE	4
	3												
24	8								0			SE	4
	4								0			SE	4
	9												
Noon.	12	2.00	104.00						1			SE	2
	3												
	8								0			SE	2

Then, in use, No.

Corrections.

REMARKS.

* "PROP. SKY CLEAR."
 0 Entirely overcast.
 10 Not a cloud to be seen.

- June 15 At 10 Am Jet under weigh at Thompson anchorage
 Canton River with 360 Chinese Emigrants 300000 Ballast
 Water and strong for the voyage. Draft 17 feet in even
 Keel. at 9 1/2 pm came to anchor below Paken Tigras porto
- 16 At 6 AM Jet under weigh to proceed to San Pedro de
 San Pablo at one pm local change at 4 pm the
 Ladrones Island bore East 5 miles distant wind light from
 N.E. at anchorage & freshening from N.E.
- 17 Commenced with cloudy weather and fresh breeze from
 North East unless all done with San Pedro de
 San Pablo at 10 pm in sight on weather-heap at
 5 pm about 6 miles distant
- 18 In with fresh breezes and heavy swell from N.E.
 at one pm one of the Cooks accidentally fell overboard
 from the foremast prescally ship going at the time about
 7 feet brought her to the ground the smaller boat and
 saved him after his rising some 20 minutes in the water.
- 19 From pleasant with light breeze and heavy swell from
 from S to 12 miles distant with day
- 20 From pleasant with light breeze and heavy swell from
 of Cooks in fine spirits and good health Birds present
- 21 From pleasant with light breeze and heavy swell from
 Cooks very healthy at 10 pm a sail at 10 miles
 from pleasant with freshening breeze
- 22 From pleasant with light breezes and heavy swell from
 at 10 pm light winds pleasant throughout at 4 pm
 was a large black swan after the ship
- 23 From pleasant with light breezes and heavy swell from
 the Cooks seen a swan themselves very much
 present and had very pleasant
- 24 From pleasant with light breeze and heavy swell from
 strong wind the instrument of the American people at
 both birds came out from 5 to 10 miles and a very large
 bird flying high over the ship light wind and heavy swell
 throughout at 4 pm the Cooks very much
 10 miles distant

Abstract Log of

Captain

		CURRENTS.		BAROMETER.		THERM.		FORM AND DIRECTION OF CLOUDS.		HOES OF FOG, RAIN, SNOW, HAIL &c.		MAGNETIC VARIATION OBSERVED.		WINDS.	
Date.	Hour.	LATITUDE.	LONGITUDE.	Direction.	Rate.	Height.	Ther. Air.	Ther. Wat.						Direction.	Rate.
25	of Oct					51.5	81	20.50	Some & clear	2				North by East	2
	4														
	9														
Noon.	12	11.50	126.44			50.7	83	84.81	Some & clear	1				North	2
	3														
	8					50.2	81	79.85	Some & clear	2				Blowing	1
26	4					50.2	81	79.85	Some & clear	2				North by East	1
	9														
Noon.	12	11.50	127.00			50.2	83	84.81	Some & clear	2				North by East	1
	3														
	8					29.9	80	81	83	Some & clear	4			Blowing	1
27	4					29.9	81	81	84	Some & clear	5			"	1
	9														
Noon.	12	11.50	127.10			29.9	83	84.84	Some & clear	5				North	2
	3														
	8					29.9	80	80	83	Some & clear	4			North	1.5
28	4					29.9	82	80	83	Some & clear	4			North	5
	9														
Noon.	12	11.50	127.20			29.9	84	83	83	Some & clear	4			North by East	5
	3														
	8					29.9	83	83	84	Some & clear	4			North	4
29	4														
	9					29.9	80	84	84	Some & clear	4			North	5
Noon.	12	11.50	126.45			29.9	84	84	84	Some & clear	5			North	2
	3														
	8					29.9	80	84	84	Some & clear	5			North	1
30	4					29.9	80	84	84	Some & clear	5			North	1.5
	9														
Noon.	12	11.50	126.50			29.9	80	84	84	Some & clear	4			North	1.5
	3														
	8					29.9	80	84	84	Some & clear	5			North	1.5
31	4					29.9	80	84	84	Some & clear	5			North	1.5
	9														
Noon.	12	11.50	126.50			29.9	80	84	84	Some & clear	4			North	1.5
	3														
	8					29.9	80	84	84	Some & clear	5			North	1.5
32	4					29.9	80	84	84	Some & clear	5			North	1.5
	9														
Noon.	12	11.50	126.50			29.9	80	84	84	Some & clear	4			North	1.5
	3														
	8					29.9	80	84	84	Some & clear	5			North	1.5
33	4					29.9	80	84	84	Some & clear	5			North	1.5
	9														
Noon.	12	11.50	126.50			29.9	80	84	84	Some & clear	4			North	1.5
	3														
	8					29.9	80	84	84	Some & clear	5			North	1.5
34	4					29.9	80	84	84	Some & clear	5			North	1.5
	9														
Noon.	12	11.50	126.50			29.9	80	84	84	Some & clear	4			North	1.5
	3														
	8					29.9	80	84	84	Some & clear	5			North	1.5
35	4					29.9	80	84	84	Some & clear	5			North	1.5
	9														
Noon.	12	11.50	126.50			29.9	80	84	84	Some & clear	4			North	1.5
	3														
	8					29.9	80	84	84	Some & clear	5			North	1.5
36	4					29.9	80	84	84	Some & clear	5			North	1.5
	9														
Noon.	12	11.50	126.50			29.9	80	84	84	Some & clear	4			North	1.5
	3														
	8					29.9	80	84	84	Some & clear	5			North	1.5
37	4					29.9	80	84	84	Some & clear	5			North	1.5
	9														
Noon.	12	11.50	126.50			29.9	80	84	84	Some & clear	4			North	1.5
	3														
	8					29.9	80	84	84	Some & clear	5			North	1.5
38	4					29.9	80	84	84	Some & clear	5			North	1.5
	9														
Noon.	12	11.50	126.50			29.9	80	84	84	Some & clear	4			North	1.5
	3														
	8					29.9	80	84	84	Some & clear	5			North	1.5
39	4					29.9	80	84	84	Some & clear	5			North	1.5
	9														
Noon.	12	11.50	126.50			29.9	80	84	84	Some & clear	4			North	1.5
	3														
	8					29.9	80	84	84	Some & clear	5			North	1.5
40	4					29.9	80	84	84	Some & clear	5			North	1.5
	9														
Noon.	12	11.50	126.50			29.9	80	84	84	Some & clear	4			North	1.5
	3														
	8					29.9	80	84	84	Some & clear	5			North	1.5
41	4					29.9	80	84	84	Some & clear	5			North	1.5
	9														
Noon.	12	11.50	126.50			29.9	80	84	84	Some & clear	4			North	1.5
	3														
	8					29.9	80	84	84	Some & clear	5			North	1.5
42	4					29.9	80	84	84	Some & clear	5			North	1.5
	9														
Noon.	12	11.50	126.50			29.9	80	84	84	Some & clear	4			North	1.5
	3														
	8					29.9	80	84	84	Some & clear	5			North	1.5
43	4					29.9	80	84	84	Some & clear	5			North	1.5
	9														
Noon.	12	11.50	126.50			29.9	80	84	84	Some & clear	4			North	1.5
	3														
	8					29.9	80	84	84	Some & clear	5			North	1.5
44	4					29.9	80	84	84	Some & clear	5			North	1.5
	9														
Noon.	12	11.50	126.50			29.9	80	84	84	Some & clear	4			North	1.5
	3														
	8					29.9	80	84	84	Some & clear	5			North	1.5
45	4					29.9	80	84	84	Some & clear	5			North	1.5
	9														
Noon.	12	11.50	126.50			29.9	80	84	84	Some & clear	4			North	1.5
	3														
	8					29.9	80	84	84	Some & clear	5			North	1.5
46	4					29.9	80	84	84	Some & clear	5			North	1.5
	9														
Noon.	12	11.50	126.50			29.9	80	84	84	Some & clear	4			North	1.5
	3														
	8					29.9	80	84	84	Some & clear	5			North	1.5
47	4					29.9	80	84	84	Some & clear	5			North	1.5
	9														
Noon.	12	11.50	126.50			29.9	80	84	84	Some & clear	4			North	1.5
	3														
	8					29.9	80	84	84	Some & clear	5			North	1.5
48	4					29.9	80	84	84	Some & clear	5			North	1.5
	9														
Noon.	12	11.50	126.50			29.9	80	84	84	Some & clear	4			North	1.5
	3														
	8					29.9	80	84	84	Some & clear	5			North	1.5
49	4					29.9	80	84	84	Some & clear	5			North	1.5
	9														
Noon.	12	11.50	126.50			29.9	80	84	84	Some & clear	4			North	1.5
	3														

Abstract Log of

Captain

[illegible]

Ther. in use, No. _____

Corrections, _____

REMARKS.

(* - "From Sky Clear.")

0 Entirely overcast

(10 Not a cloud to be seen.

1468

Came with light breeze and slight squalls with rain
at 6 p. m. spoke the Humboldt, took George Henry 73 days out
from London for Batavia

Abstract Log of

Captain

Date.	Hour.	LATITUDE.	LONGITUDE.	CURRENTS.		BAROMETR. THERM.		FORM AND DIRECTION OF CLOUDS.	*PROP. OF SKY CLEAR.	HOURS OF FOG A. RAIN B. SNOW C. HAIL D.	MAGNETIC VARIATION OBSERVED.	WINDS.	
				Direction.	Rate.	Height.	Therm. Air.					Water.	Direction.
12	1											N 40 W	10
12	2	17.02	91.30									N 40 W	2
13	3											N 40 W	2
13	4											Calm	
13	5											Calm	
13	6											Calm	
13	7											Calm	
13	8											Calm	
13	9											Calm	
13	10											Calm	
13	11											Calm	
13	12											Calm	
13	1											Calm	
13	2											Calm	
13	3											Calm	
13	4											Calm	
13	5											Calm	
13	6											Calm	
13	7											Calm	
13	8											Calm	
13	9											Calm	
13	10											Calm	
13	11											Calm	
13	12											Calm	
13	1											Calm	
13	2											Calm	
13	3											Calm	
13	4											Calm	
13	5											Calm	
13	6											Calm	
13	7											Calm	
13	8											Calm	
13	9											Calm	
13	10											Calm	
13	11											Calm	
13	12											Calm	
13	1											Calm	
13	2											Calm	
13	3											Calm	
13	4											Calm	
13	5											Calm	
13	6											Calm	
13	7											Calm	
13	8											Calm	
13	9											Calm	
13	10											Calm	
13	11											Calm	
13	12											Calm	
13	1											Calm	
13	2											Calm	
13	3											Calm	
13	4											Calm	
13	5											Calm	
13	6											Calm	
13	7											Calm	
13	8											Calm	
13	9											Calm	
13	10											Calm	
13	11											Calm	
13	12											Calm	
13	1											Calm	
13	2											Calm	
13	3											Calm	
13	4											Calm	
13	5											Calm	
13	6											Calm	
13	7											Calm	
13	8											Calm	
13	9											Calm	
13	10											Calm	
13	11											Calm	
13	12											Calm	
13	1											Calm	
13	2											Calm	
13	3											Calm	
13	4											Calm	
13	5											Calm	
13	6											Calm	
13	7											Calm	
13	8											Calm	
13	9											Calm	
13	10											Calm	
13	11											Calm	
13	12											Calm	
13	1											Calm	
13	2											Calm	
13	3											Calm	
13	4											Calm	
13	5											Calm	
13	6											Calm	
13	7											Calm	
13	8											Calm	
13	9											Calm	
13	10											Calm	
13	11											Calm	
13	12											Calm	
13	1											Calm	
13	2											Calm	
13	3											Calm	
13	4											Calm	
13	5											Calm	
13	6											Calm	
13	7											Calm	
13	8											Calm	
13	9											Calm	
13	10											Calm	
13	11											Calm	
13	12											Calm	
13	1											Calm	
13	2											Calm	
13	3											Calm	
13	4											Calm	
13	5											Calm	
13	6											Calm	
13	7											Calm	
13	8											Calm	
13	9											Calm	
13	10											Calm	
13	11											Calm	
13	12											Calm	
13	1											Calm	
13	2											Calm	
13	3											Calm	
13	4											Calm	
13	5											Calm	
13	6											Calm	
13	7											Calm	
13	8											Calm	
13	9											Calm	
13	10											Calm	
13	11											Calm	
13	12											Calm	
13	1											Calm	
13	2											Calm	
13	3											Calm	
13	4											Calm	
13	5											Calm	
13	6											Calm	
13	7											Calm	
13	8											Calm	
13	9											Calm	
13	10											Calm	
13	11											Calm	
13	12											Calm	
13	1											Calm	
13	2											Calm	
13	3											Calm	
13	4											Calm	
13	5											Calm	
13	6											Calm	
13	7											Calm	
13	8											Calm	
13	9											Calm	
13	10											Calm	
13	11											Calm	
13	12											Calm	
13	1											Calm	
13	2											Calm	
13	3											Calm	
13	4											Calm	
13	5											Calm	
13	6											Calm	
13	7											Calm	
13	8											Calm	
13	9											Calm	
13	10											Calm	
13	11											Calm	
13	12											Calm	
13	1											Calm	
13	2											Calm	
13	3											Calm	
13	4											Calm	
13	5											Calm	
13	6											Calm	
13	7											Calm	
13	8											Calm	
13	9											Calm	
13	10											Calm	
13	11											Calm	
13	12											Calm	
13	1												

There, in use, No. —

Corrections, —

REMARKS.

"Poor, Say 'Calm!'"
 "Barely overcast."
 "Not a cloud to be seen."

13. Run with light — but winds with very heavy sea running in every direction without any regularity — so it so it seems to form up the windward of a part of heavy, little sea.
14. Run pleasant with heavy air. Sea with waves the ship to labor and change very much at 4 p.m. double deck exposed on account of the sea.
15. Run with fresh breeze from N.E. with very heavy sea from N.W. with waves as to keep in double deep. I have never experienced more disagreeable weather than we have had for the last 72 hrs. at 1 p.m. close bell and had to be kept from blowing into a cyclone which could be seen in the N.E. W.
16. Run with heavy squalls from N.W. with very heavy sea from all directions. Made ship to port to let the very close pass up at 6 of the more moderate wind to the port again at 11 am wind increasing to a full gale from N.W. at 8 and hence to at 6 p.m. wind from N.W. and chop up, fine day a headwind we had avoided getting into a cyclone by standing in the Cardinal.
17. Run with light variable for strong up in all directions with strong a strong indication of the passing cyclone. Breeze pleasant with light S.W. winds and flying sea.
18. Run with light air from S.W. and heavy swell from South. Pleasant with small wind throughout at 8 am saw a large Indian whale.
19. Pleasant with light southerly wind at 3 p.m. saw a large whale. Light wind throughout and fine day, sea.
20. Light breeze throughout with heavy swell from South. Ship in R about the ship. Caught one

Abstract Log of *the Thetis*Captain *J. S. Thetis*

Date.	Hour.	LATITUDE.	LONGITUDE.	CURRENTS.			BAROMETER.			THERM.			FOAM AND DIRECTION OF CLOUDS.	*PROP. OF SKY CLEAR.	HOURS OF FOG A. RAIN B. SNOW C. HAUL D.	MAGNETIC VARIATION OBSERVED.	WINDS.	
				Direction.	Rate.	Height.	Ther. Air.	Ther. Surf.	Ther. Wat'r								Direction.	Rate.
21	4			50 75		50 75	82 78 81							5			Calm	5
	9																	
Noon	12	20 20	77 42	50 75		50 75	82 79 71							6			S 8	8
	3		D + *															
	4	20 27 1/2	77 13				81 78 81							4			S 8	8
	9						80 74 80							4			S 8	8
Noon	12	21 10	75 48				81 80 81							5			S 8	8
	3																	
	8						81 79 81							5			S 8	8
	9						80 79 80							5			S 8	8
Noon	12	22 10	75 54				81 80 81							4			S 8	8
	3																	
	8						81 80 80							4			S 8	8
24	4						81 78 80							5			S 8	8
	9																	
Noon	12	22 30	76 28				81 80 80							4			S 8	8
	3																	
	8						81 80 81							4			S 8	8
	9						80 80 79 81							2			S 8	8
Noon	12	23 15	67 42				81 80 81							4			S 8	8
	3																	
	8						81 79 81							4			S 8	8
	9						80 78 78 80							3			S 8	8
Noon	12	24 12	63 37				80 80 80 80							3			S 8	8
	3																	
	8						80 78 78 80							2			S 8	8
	9						80 78 78 80							3			S 8	8
Noon	12	24 41	59 46				81 80 80							4			S 8	8
	3																	
	8						81 80 78 79							4			S 8	8
	9						81 80 78 78							4			S 8	8
Noon	12	25 27	56 20				81 80 79 78							4			S 8	8
	3																	
	8						81 80 79 78							4			S 8	8
	9						81 80 79 78							5			S 8	8
Noon	12	26 27	56 20				81 80 79 78							6			S 8	8
	3																	
	8						81 80 79 78							4			S 8	8
	9						81 80 79 78							5			S 8	8
Noon	12	26 27	56 20				81 80 79 78							6			S 8	8
	3																	
	8						81 80 79 78							4			S 8	8
	9						81 80 79 78							5			S 8	8

Ther. in use, No. _____ }
 Corrections, _____ }

REMARKS.

* "PROP. SKY CLEAR."
 0 Entirely overcast.
 10 Not a cloud to be seen.

- 21 Corn with light rise & calm at 5 1/2 de wind S & S-
 breeze pleasant with fresh S & Trades
- 22 Pleasant with fresh Trades throughout -
- 23 Pleasant with fresh Trades strong but
- 24 Pleasant with fresh Trades throughout
- 25 Pleasant with fresh Trades throughout
 at 4 p.m. squall with light rain
- 26 Corn with strong trades and heavy swell from S & S-
 continuing the same throughout
- 27 Strong Trades and pleasant with heavy swell from
 S & S- throughout at 4 p.m. saw a ship bearing W 10 miles
 distant anchoring west
- 28 Corn pleasant with fresh Trades and heavy swell from S & S-
 at 4 p.m. saw a ship & a Barge standing aback
- break
 short Corn pleasant with fresh Trades and heavy swell from S & S-
 from 8 a.m. caught plenty of fresh catches

Abstract Log of

Abstract Log of Ship *U.S.S. Tomonke* Captain *Wm H. Tomonke*

Date.		Hour.	LATITUDE.	LONGITUDE.	CURRENTS.	BAROMETER.	THERM.	FORM AND DIRECTION OF CLOUDS.	PROB. OF FOG A. RAIN R. SNOW C. HAIL D.	HOURLY MAGNETIC VARIATION OBSERVED.	WINDS.
					Direction.	Rate.	Ther. Air.	Water.			
can't											
		4					30.25 77 77 79	Down & out	0		8.2 8 4
		9									
Noon.		12	27.51	79.10			30.25 80 78 79	Down & out	4		8.2 8 4
		3									
		5					31.22 77 77 78	Down & out	0		8.2 8 4
		4					31.22 78 76 78	Down & out	4		8.2 8 4
		4	40 00	40.00							
Noon.		12	25.21	41.71			30.20 79 77 78	Down & out	0		8.2 8 4
		3									
		8					30.21 78 76 78	Down & out	4		8.2 8 4
		4					30.21 77 76 76	Down & out	4		8.2 8 4
Noon.		12	29.11	42.18			31.20 77 77 76	Down & out	4		8.2 8 4
		3									
		8					30.40 76 76 76	Down & out	0		8.2 8 4
		4					30.24 76 74 76	Down & out	0		8.2 8 4
Noon.		12	30.24	46.18			31.22 76 76 76	Down & out	0		8.2 8 4
		3									
		8					30.21 76 74 76	Down & out	2		8.2 8 4
		4					30.10 76 74 76	Down & out	4		8.2 8 4
Noon.		12	31.20	50.11			30.18 78 76 76	Down & out	6		8.2 8 4
		3									
		8					30.14 78 76 76	Down & out	2		8.2 8 4
		4					30.14 78 76 76	Down & out	1		8.2 8 4
Noon.		12	32.20	52.27			29.90 77 78 76	Down & out	2		8.2 8 4
		3									
		8					29.10 75 76 76	Down & out	0		8.2 8 4
		4					29.10 75 76 76	Down & out	0		8.2 8 4
Noon.		12	31.50	51.52			29.70 77 78 77	Down & out	3		8.2 8 4
		3									
		8					29.76 76 72 78	Down & out	4		8.2 8 4
		4					30.10 77 78 80	Down & out	0		8.2 8 4
Noon.		12	30.11	50.17			31.15 74 75 80	Down & out	4		8.2 8 4
		3									
		8					30.20 78 76 77	Down & out	0		8.2 8 4
		4					30.15 77 75 76	Down & out	4		8.2 8 4
Noon.		12	30.40	48.10			30.10 80 77 78	Down & out	0		8.2 8 4
		3									
		8					30.01 76 75 77	Down & out	0		8.2 8 4

Ther. in use, No.

Corrections,

REMARKS.

" " Prop. Sky Clear."
 0 Fairly overcast.
 10 Not a cloud to be seen.

- Ch 2 Pleasant with dark Trades throughout high landent
 one from S W and East with breeze the Ship very
 breezy
- 3 Pleasant with fresh Trades heavy swell from East
 somewhat East between Sun & moon with squalls the Ship
 17 miles East of the shore but
- 4 Pleasant with fresh Trades high sea from S E
 at 10 o'clock somewhat East between Sun & moon with squalls 12 miles
 East of the shore
- 5 Pleasant with fresh Trades high sea from East
 at 8 o'clock from a Ship & a Brig Landing west Pleasant
 throughout
- 6 Pleasant with light Trades and falling sea Ship Sea gentle
 Tenders down as line Pleasant throughout
- 7 Sea with light Trades a pleasant at 8 from two Ship
 starting west at 4 o'clock heavy swell in West light breeze in a squall
 and Calcutt Thunder in light squalls on double headed topsails
 at 1-5 1/2 f the wind came out from W in a squall with
 rain at daylight strong gale from west
- 8 Sea with strong gale from west with high swell
 sea at 8 am from of the Coasters two small abashed
 and very fast the shore then but could not do so
 at daylight calm with high sea
- 9 Calm with high sea from S W at 8 o'clock from
 the heavy swell at 10 am from the Atlantic a Shark about
 the Ship
- 11 Calm with heavy swell from S W at 8 with heavy swell
 from S W at 9 f the wind came out from west in a squall
 at midnight wind to double with topsails

Abstract Log of Will C. Thompson

Captain H. B. Spradley

Date.	Hour.	LATITUDE.	LONGITUDE.	CURRENTS.				BAROMETER, THERMOMETER, AND DIRECTION OF WINDS.				HOURS OF MAGNETIC VARIATION OBSERVED.			
				Direction.	Rate.	Height.	Ther. Red.	Air.	Water.	*PROP. OF SKY CLEAR.	FORM AND DIRECTION OF CLOUDS.	FOO A. RAIN B. SNOW C. HAIL D.	Direction.	Rate.	
11	4					50.00 75 70 77	Clear & b'd	2			West	4			
	9														
Noon.	12	34 53	25 40			51.00 76 72 77	Clear & b'd	2			West	4			
	3														
	8					50.2 74 68 70	Clear & Wind S.W. 1				Clear	2			
	4					50 74 70 72	Clear & Wind	2			Clear	2			
	9														
Noon.	12	35 33	24 46			50 72 70 75	Clear & Wind	3			West	9			
	3														
	8					50.2 72 70 75	Clear & Wind	2			West	8			
	4					51.15 70 68 70	Clear & b'd	4			West	5			
	9														
Noon.	12	34 41	23 36			50.25 70 67 65	Clear & b'd	6			West	3			
	3														
	8					50.50 68 65 64	Clear & b'd	7			West	4			
	4					51 18 68 65 66	Clear & b'd	7			Clear	4			
	9														
Noon.	12	34 28	23 10			50 18 72 78 70	Clear & b'd	8			Clear	1			
	3														
	8					51.20 70 68 70	Clear & b'd	7			Clear	2			
	4					52 25 70 65 70	Clear & b'd	4			Clear	2			
	9														
Noon.	12	34 46	21 19			51 14 70 65 62	Clear & b'd	8			West	2			
	3														
	8					51 40 65 60 52	Clear & b'd	2			West	4			
	4					52 20 67 64 62	Clear & b'd	1			Clear	0			
	9														
Noon.	12	34 27	20 50			53 10 65 64 63	Clear & b'd	2			Clear	8			
	3														
	8					51 40 65 60 52	Clear & b'd	1			Clear	4			
	4					52 15 67 64 64	Clear & b'd	2			Clear	3			
	9														
Noon.	12	34 27	19 57			51 20 69 68 64	Clear & b'd	4			Clear	1			
	3														
	8					50 22 68 64 62	Clear & b'd	3			Clear	1			
	4					50 50 62 64 62	Clear & b'd	3			Clear	1			
	9														
Noon.	12	34 16	19 16			51 55 68 60 62	Clear & b'd	3			Clear	1			
	3														
	8					50 50 65 63 62	Clear & b'd	3			Clear	6			
	4					50 10 70 68 67	Clear	3			Clear	7			
	9														
Noon.	12	34 15	18 47			50 10 70 75 65	Clear	15			Clear	3			
	3														
	8					51 10 70 65 65	Clear & b'd	6			Clear	0			

Then, in use, No. _____

Corrections, _____

REMARKS.

* "Fair, Sky Clear."
 0 Entirely overcast.
 10 Not a cloud to be seen.

- 11 Com with Snappers, birds 100 Yds to S W with Light breeze from East at 10 A.M. Breeding & Tropical with Ship. I. O. Blue from shore for Havana with Corlies
- 12 Com with threatening weather from W. W. humbler West at 4 A.M. Double Reefed topsails at 7 A.M. Close hauled and full of cargo beyond, heavy with high timberland. Saw from the Spanish Ship. Salmany may being at 6 P.M. head of to water
- 13 Com with strong West wind and heavy S.W. Sea. at 2 P.M. Saw the vessel about Klettenberg by Havana at 8 P.M. about that at 4 P.M. hauled to S.W. at 2 P.M. Saw the Ship I. O. Sage hauled water
- 14 Com with Calm with heavy swell from S.W. at about mid night from S. & S.W. in company with I. O. Blue
- 15 Com with light Baffling, also a calm with heavy swell from S.W. at 8 A.M. at 4 P.M. in light one of them appears to be a ship of war at 2 P.M. Tacked to East Cape Contante heading W. W. S. miles East
- 16 Com with threatening weather and heavy swell from S.W. at midnight in turbulent Sails at 4 A.M. tacked to North at 10 A.M. hauled Reel topmasts at one P.M. hauled to S.W. heavy swell from West close up to vessels and full of crew at midnight in full sail
- 17 Com with fresh gale from N. & W. with light breeze from S.W. at 4 A.M. hauled to S.W. and made sail. at 10 A.M. Tacked to S.W. wind light and heavy swell from S.W. twenty miles to windward of yesterday's position
- 18 Com with light Baffling, also a calm with heavy modulation from S.W. at 4 A.M. tacked to N. & W. several times in light at daylight at 10 A.M. Saw a small hauled whale
- 19 Com with fresh S. & W. wind from S.W. rose at 4 A.M. in clouds at 10 A.M. hauled Reel kept on a light breeze from S.W. plenty of Duck & Geese about the vessel

Abstract Log of Will Thompson

Captain *L. H. Burdick*

Date.	Hour.	LATITUDE.	LONGITUDE.	CURRENTS.		BAROMETER. THERMUR.		FORM AND DIRECTION OF CLOUDS.	*PROP. OF SKY CLEAR.	HOURS OF FOG A. RAIN B. SNOW C. HAIL D.	MAGNETIC VARIATION OBSERVED.	WINDS.	
				Direction.	Rate.	Height.	Therm. Actd.					Air.	Water.
26	11												
	4					30.20	75 74 77	Clear & cal	2			West	4
	9												
Noon.	12	34 53	28 44			30.01	76 72 77	Clear & cal	2			West	4
	3												
	8					30.2	74 68 70	Clear & Wind in NW				Calum	2
12	4					30	74 70 72	Clear & Wind	2			W 1/2 S	2
	9												
Noon.	12	38 33	24 48			30	72 70 75	Clear & Wind	3			West	9
	3												
	8					30.2	72 70 75	Clear & Wind	2			West	2
13	4					30.16	70 69 70	Clear & cal	4			West	2
	9												
Noon.	12	34 41	23 38			30.25	76 67 68	Clear & cal	6			West	3
	3												
	8					30.00	68 65 64	Clear & cal	7			West	2
14	4					30.18	68 61 66	Clear & cal	7			Calum	2
	9												
Noon.	12	34 48	20 10			30.16	72 78 70	Clear & cal	8			Calum	1
	3												
	8					30.00	70 68 70	Clear & cal	7			SE 8	2
15	4					30.2	70 65 70	Clear & cal	4			SE 70	2
	9												
Noon.	12	34 46	21 19			30.17	70 65 62	Clear & cal	8			West	2
	3												
	8					30	70 68 72	Clear & cal	2			West	4
16	4					30	70 70 62	Clear & Wind	1			SE 240	2
	9												
Noon.	12	34 57	20 50			30.16	68 64 63	Clear & Wind	2			SE 240	2
	3												
	8					30.40	68 63 64	Clear & Wind	1			West	3
17	4					30.6	67 68 64	Clear & Wind	2			West	3
	9												
Noon.	12	34 47	24 57			30.14	69 68 64	Clear & cal	4			SE 70 20	1
	3												
	8					30.2	68 64 62	Clear & cal	3			Calum in NW	1
18	4					30.5	68 68 62	Clear & cal	3			SE 70	1
	9												
Noon.	12	38 18	20 18			30.85	68 60 62	Clear & cal	5			SE 8	2
	3												
	8					30.00	68 65 67	Clear & cal	3			SE 8	6
19	4					30.16	70 68 67	Clear	8			SE 8	7
	9												
Noon.	12	34 18	16 44			30.10	68 71 68	Clear	10			SE 8 3	1
	3												
	8					30.16	68 68 68	Clear & cal	6			SE 8	2

Ther. in use, No. _____ }
 Corrections, _____ }

REMARKS.

"-PROB. SKY CLEAR."
 0 Entirely overcast.
 10 See a cloud by its form.

- 11 Bore with S. by E. wind 10 to 15 with light S. by E. sea from port at 10 p.m. Exchange & Lybale with Ship & Boat from shore for Havana with Corlies
- 12 Bore with threatening weather from S. by W. land breeze from at 4 p.m. double reefed topsails at 7 p.m. close reefed and pulled courses blowing heavy with high tide - sea from like Squalls Ship. Salway very heavy at 6 p.m. tore ship to water
- 13 Bore with strong West breeze and heavy S. by E. sea at 2 p.m. the vessel about 10 miles from shore at 8 p.m. the ship cast at 4 p.m. took to the ship at 2 p.m. the ship & O'Leary back to water
- 14 Bore with calm with heavy swell from S. by E. at dawn chock wind from S. & still in company with F. & C.
- 15 Bore with light baffling also a calm with heavy swell from S. by E. at 8 p.m. at 4 p.m. in light one of them appears to be a ship of war at 2 p.m. took to the boat Cape Corrientes bearing S. by E. 10 miles distant
- 16 Bore with threatening weather and heavy swell from S. by E. at midnight in daylight sails at 4 p.m. double reefed topsails at 10 p.m. tore to shreds from port close reefed topsails and pulled courses at daylight to port boat
- 17 Bore with fresh gale from S. by E. with heavy sea from S. by E. at 4 p.m. tore to S. by E. and pulled sails at 10 a.m. took to the S. by E. wind light and heavy swell from S. by E. twenty miles to windward of yesterday's position
- 18 Bore with light baffling also a calm with heavy swell from S. by E. at 4 p.m. took to the S. by E. wind light and heavy swell from S. by E. twenty miles to windward of yesterday's position
- 19 Bore with fresh S. by E. wind from S. by E. at 4 p.m. in boats of the ship were shot left an S. by E. sea from shore to the S. by E. wind & good view to the shore

Abstract Log of *U.S.S. Fish Hawk* Captain *W. B. Smith*

Date.	Hour.	LATITUDE.	LONGITUDE.	CURRENTS.			BAROMETER.			THERM.			FORM AND DIRECTION OF CLOUDS.	*PROP. OF SKY CLEAR.	HOURS OF FOG A. RAIN B. SMOKE C. HAIL D.	MAGNETIC VARIATION OBSERVED.	WINDS.	
				Direction.	Rate.	Height.	Ther. Air.	Ther. Water.	Ther. Surface.	Ther. Wind.	Ther. Dew.	Ther. Rain.					Direction.	Rate.
March 30	4						57.4	74.68		Wind S.W.				2			Light	0
	9																	
	12	20.00	163.30	Light			57.4	74.72		Wind S.W.				1			Light	0
31	4	0.00	163.40				57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	06.36	111.16	Light			57.4	74.71		Wind S.W.				0			Light	0
1	4						57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	23.34	8-25	Light			57.4	74.71		Wind S.W.				0			Light	0
2	4						57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	26.38	07-21	Light			57.4	74.71		Wind S.W.				0			Light	0
3	4						57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	27.00	07-21	Light			57.4	74.71		Wind S.W.				0			Light	0
4	4						57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	27.00	07-21	Light			57.4	74.71		Wind S.W.				0			Light	0
5	4						57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	27.00	07-21	Light			57.4	74.71		Wind S.W.				0			Light	0
6	4						57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	27.00	07-21	Light			57.4	74.71		Wind S.W.				0			Light	0
7	4						57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	27.00	07-21	Light			57.4	74.71		Wind S.W.				0			Light	0
8	4						57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	27.00	07-21	Light			57.4	74.71		Wind S.W.				0			Light	0
9	4						57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	27.00	07-21	Light			57.4	74.71		Wind S.W.				0			Light	0
10	4						57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	27.00	07-21	Light			57.4	74.71		Wind S.W.				0			Light	0
11	4						57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	27.00	07-21	Light			57.4	74.71		Wind S.W.				0			Light	0
12	4						57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	27.00	07-21	Light			57.4	74.71		Wind S.W.				0			Light	0
13	4						57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	27.00	07-21	Light			57.4	74.71		Wind S.W.				0			Light	0
14	4						57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	27.00	07-21	Light			57.4	74.71		Wind S.W.				0			Light	0
15	4						57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	27.00	07-21	Light			57.4	74.71		Wind S.W.				0			Light	0
16	4						57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	27.00	07-21	Light			57.4	74.71		Wind S.W.				0			Light	0
17	4						57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	27.00	07-21	Light			57.4	74.71		Wind S.W.				0			Light	0
18	4						57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	27.00	07-21	Light			57.4	74.71		Wind S.W.				0			Light	0
19	4						57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	27.00	07-21	Light			57.4	74.71		Wind S.W.				0			Light	0
20	4						57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	27.00	07-21	Light			57.4	74.71		Wind S.W.				0			Light	0
21	4						57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	27.00	07-21	Light			57.4	74.71		Wind S.W.				0			Light	0
22	4						57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	27.00	07-21	Light			57.4	74.71		Wind S.W.				0			Light	0
23	4						57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	27.00	07-21	Light			57.4	74.71		Wind S.W.				0			Light	0
24	4						57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	27.00	07-21	Light			57.4	74.71		Wind S.W.				0			Light	0
25	4						57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	27.00	07-21	Light			57.4	74.71		Wind S.W.				0			Light	0
26	4						57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	27.00	07-21	Light			57.4	74.71		Wind S.W.				0			Light	0
27	4						57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	27.00	07-21	Light			57.4	74.71		Wind S.W.				0			Light	0
28	4						57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	27.00	07-21	Light			57.4	74.71		Wind S.W.				0			Light	0
29	4						57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	27.00	07-21	Light			57.4	74.71		Wind S.W.				0			Light	0
30	4						57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	27.00	07-21	Light			57.4	74.71		Wind S.W.				0			Light	0
31	4						57.4	74.71		Wind S.W.				1			Light	0
	9						57.4	74.71		Wind S.W.				2			Light	0
	12	27.00	07-21	Light			57.4	74.71		Wind S.W.				0			Light	0

Ther. in use, No. _____

Corrections, _____

REMARKS.

"* Prop. Sky Clear."
 0 Entirely overcast.
 10 Not a cloud to be seen.

- back 20
 10 Clear pleasant with fresh breeze from South at 10
 at midulation from S W. Wind went the ship's way
 morning. Birds dead with S W. fall
- 21 Clear pleasant with fresh S E wind at 6 A.M. a big
 foggy S W. heavy modulation from S W.
 into cloudy with heavy swell
- 22 Clear cloudy with fresh S E wind at 6 A.M. a ship
 sailing off to the S. at 8 A.M. at 3 P.M. the ship comes
 out of port bay at midnight in darkness heavy
 fog with fresh wind on cloudy
- 23 Clear pleasant with fresh S W. at 1 A.M. the ship comes
 about. Wind with smooth sea strong at 6 P.M. the
 a head of S.W. wind strong at 10
- 24 Clear pleasant with fresh breeze from South at 6 P.M. a
 fresh breeze at 10
- 25 Clear with fresh wind at 1 P.M. hazy at 4 P.M. at 10 A.M. caught a
 at 10 A.M. caught a ship's bark at 4 P.M. the ship from S.W.
 South modulation from S W.
- 26 Clear with fresh breeze from South at 1 P.M. with slight
 breeze at 10 A.M. the ship's bark at 4 P.M. the ship from S.W.
 South modulation from S W.
- 27 Clear pleasant with modulation S E. wind strong
 from South to S E till 6 A.M. then steady at S E
- 28 Clear pleasant with fresh breeze from South at 1 P.M.

Abstract Log of

Ship *U.S. Fish Com. Steamer Albatross* Captain *W. C. Townsend*

Date.	Hour.	LATITUDE.	LONGITUDE.	CURRENTS.			BAROMETER.		THERM.	FORM AND DIRECTION OF CLOUDS.	PROP. OF FOG & RAIN. H. SNOW & HAIL. D.	HOURS OF FOG & RAIN. H. SNOW & HAIL. D.	MAGNETIC VARIATION OBSERVED.	WINDS.	
				Direction.	Rate.	Height.	Ther. Air.	Ther. Water.						Direction.	Rate.
Chadler 29	4						30.15	78 75	Clear & cal		4			SE	3
	9														
	Noon 12	16-17	5-11				30.22	79 75	Clear & cal		4			SE	4
	3														
	8						31.21	80 78 76	Clear & cal		5			SE	5
30	4						31.20	82 80 76	Clear & cal		6			SE	6
	9														
	Noon 12	16-18	5-14				31.20	82 80 76	Clear & cal		9			SE	6
	3														
	8						31.21	80 78 76	Clear & cal		4			SE	6
31	4						31.21	80 78 76	Clear & cal		4			SE	6
	9														
	Noon 12	16-14	7-14				31.21	80 78 76	Clear & cal		4			SE	6
	3														
	8						31.22	80 78 70	Clear & cal		1			SE	4
1 Apr	4						31.15	82 84 77	Clear & cal		0			SE	4
	9														
	Noon 12	16-17	7-14				31.16	82 84 77	Clear & cal		1			SE	4
	3														
	8						31.17	82 84 77	Clear & cal		1			SE	4
2	4						31.15	82 84 77	Clear & cal		4			SE	4
	9														
	Noon 12	16-17	12-11				31.12	84 82 77	Clear & cal		5			SE	4
	3														
	8						31.13	82 80 78	Clear & cal		1			SE	4
3	4						31.15	84 81 77	Clear & cal		0			SE	4
	9														
	Noon 12	16-18	14-10				31.11	84 81 77	Clear & cal		2			SE	4
	3														
	8						31.13	82 80 79	Clear & cal		1			SE	4
4	4						31.15	84 80 79	Clear & cal		1			SE	4
	9														
	Noon 12	16-18	16-17				31.12	84 81 77	Clear & cal		2			SE	4
	3														
	8						31.10	81 82 80	Clear & cal		2			SE	4
5	4						31.11	81 80 80	Clear & cal		2			SE	4
	9														
	Noon 12	16-18	18-18				31.11	81 80 80	Clear & cal		5			SE	4
	3														
	8						31.13	81 78 81	Clear & cal		2			SE	4
6	4						31.15	83 74 81	Clear & cal		2			SE	4
	9														
	Noon 12	17-18	22-17				31.12	80 81 80	Clear & cal		2			SE	4
	3														
	8						31.12	81 80 80	Clear & cal		2			SE	4

Ther. in use, No. _____

Corrections, _____

REMARKS.

"* Paper, Sky Clear."
 0 Fairly overcast.
 10 Not a cloud to be seen.

29

Pleasant with ch. Trades at 10-30 & 40 S. to the
 island bearing N W by W & compass 50 miles distant
 at 5-00 p.m. came to anchor at James Town entry

30

Came pleasant with light breeze of wind from the
 N. by E. Completed the supplies of water & bag at 6 p.m.
 got under weigh and proceeded N. by E. & light breeze
 sent for supplies from N. by E.

31

Came pleasant with ch. Trades but the wind of 20
 Halcyon at daylight

April 1st

Pleasant with ch. Trades throughout

2

Pleasant with ch. Trades throughout

3

Came cloudy with light squalls

Ch. Trades with squalls throughout

4

Ch. Trades with light squalls & cloudy throughout

5

Ch. Trades and cloudy throughout with
 heavy rain from S. & E.

6

Ch. Trades steady from S. & E. throughout

Abstract Log of

Captain

Date.	Hour.	LATITUDE.	LONGITUDE.	CURRENTS.		BAROMETER.			THERMUR.		FORM AND DIRECTION OF CLOUDS.	*PROP. OF SKY CLEAR.	HOURS OF FOG A. RAIN B. SNOW C. HAIL D.	MAGNETIC VARIATION OBSERVED.	WINDS.	
				Direction.	Rate.	Height.	Ther. Air.	Ther. Wat.							Direction.	Rate.
7	4					35.11	78	81	Comm	Clear		2			SE	5
	9															
	12	25.4	28.42			30.5	82	84	82	Comm	Clear	1			SE	1
	3															
8	4					30.5	81	81	82	Comm	Clear	2			SE	2
	9					30.5	81	81	82	Comm	Clear	3			SE	3
	12	25.17	28.57			30.7	84	87	82	Comm	Clear	15			SE	5
	3															
9	4					30.8	82	80	82	Comm	Clear	1			SE	3
	9					30.8	82	81	82	Comm	Clear	4			SE by E	5
	12	25.10	28.57			30.10	84	86	82	Comm	Clear	15			SE by E	5
	3															
10	4					30.10	82	80	82	Clear	Comm	1			SE by E	2
	9					30.10	82	80	82	Clear	Comm	1			SE by E	1
	12	25.2	29.07			30.10	81	80	82	Clear	Comm	7			SE by E	2
	3															
11	4					30.10	80	81	82	Clear	Comm	4			SE	3
	9					30.10	80	81	82	Clear	Comm	4			SE	2
	12	25.4	29.25			30.10	80	80	82	Clear	Comm	4			SE	2
	3															
12	4					30.10	80	80	82	Comm	Clear	0			blowing	10.0
	9					30.10	80	80	82	Comm	Clear	1			"	1
	12	1.21	29.32			30.10	80	80	82	Comm	Clear	1			"	2
	3															
13	4					30.11	80	80	82	Comm	Clear	3			SE	2
	9					30.11	80	80	82	Comm	Clear	3			SE	2
	12	4	29.14			30.10	80	80	82	Comm	Clear	4			SE	2
	3															
14	4					30.10	80	80	82	Comm	Clear	2			SE	1
	9					30.10	80	80	82	Comm	Clear	0			"	10.2
	12	25	29.10			30.10	80	80	82	Comm	Clear	4			SE	1
	3															
15	4					30.10	80	80	82	Comm	Clear	4			SE	10.2
	9					30.10	80	80	82	Comm	Clear	4			SE	2
	12	1.30	29.32			30.10	80	80	82	Comm	Clear	4			SE	2
	3					30.10	80	80	82	Comm	Clear	4			SE	2

Ther. in use, No.
 Corrections.

REMARKS.

* "PROP. SKY CLEAR."
0 Entirely overcast.
10 Not a cloud to be seen.

- Feb 7 Chalk Tracks with slight squalls throughout
- 8 Pleasant with Chalk Tracks throughout
- 9 Pleasant with Chalk Tracks throughout at 8 A.M.
 Saws a Hawk starting to then seen throughout. at 6 P.M.
 saw a Hawk starting South
- 10 Chalk Tracks throughout
- 11 Light Trades wind, pleasant throughout
 at 8 A.M. saw a Hawk starting South
- 12 Dolomites with slight squalls with rain
- 13 Pleasant much steady from 8 A.M. & throughout
- 14 Dolomites with slight squalls at 6 A.M. saw a
 Hawk with fainter path starting at 8 P.M.
- 15 Dolomites with slight squalls saw hawk in camp
 starting at 8 P.M.

Abstract Log of

Captain

Date.	Hour.	LATITUDE.	LONGITUDE.	CURRENTS.		BAROMETER.			THERMUR.	FORM AND DIRECTION OF CLOUDS.	*PROP. OF SKY CLEAR.	HOURS OF FOG A. RAIN T. SNOW C. HAIL D.	MAGNETIC VARIATION OBSERVED.	WINDS.	
				Direction.	Rate.	Height.	Ther. Air.	Wet.						Direction.	Rate.
17/24	4					30.12	86	87	82	Clouds a bit	4			East	3
	9														
	12	2.22	87-19			30.10	87	88	82	Clouds a bit	4			East	3
17	3														
	8					30.12	86	82	82	Clouds a bit	3	11.1		East	4
	4					31.17	84	82	82	Clouds a bit	3			East	5
17	9														
	12	4.17	87.40			30.10	84	84	82	Clouds a bit	4			East	5
	3														
18	8					30.10	84	84	82	Clouds a bit	1			East	6
	4					30.10	84	84	82	Clouds a bit	0			East	6
	9														
18	12	6.25	403-01			30.5	85	84	82	Clouds a bit	1			East	
	3														
	8					30.10	84	85	82	Clouds a bit	0			East	7
17	4					30.11	84	85	82	Clouds a bit	2			East	6
	9														
18	12	8.27	46.26			30.15	86	86	82	Clouds a bit	1			East	6
	3														
	8					31.5	83	82	81	Clouds a bit	3			East	6
20	4					30.8	82	82	81	Clouds a bit	4			East	6
	9														
18	12	10.28	47.12			30.10	84	82	81	Clouds a bit	2			East	6
	3														
	8					30.9	82	81	81	Clouds a bit	3			East	5
21	4					30.10	82	81	81	Clouds a bit	4			East	5
	9														
18	12	12.71	52.09			30.10	83	83	81	Clouds a bit	4			East	5
	3														
	8					30.8	81	79	81	Clouds a bit	2			East	5
22	4					30.12	81	79	81	Clouds a bit	3			East	5
	9														
18	12	14.48	50.02			30.20	82	82	81	Clouds a bit	7			East	6
	3														
	8					30.20	81	79	80	Clouds a bit	3			East	6
18	4					30.20	81	79	80	Clouds a bit	4			East	6
	9														
18	12	16.57	50.50			30.21	82	82	81	Clouds a bit	5			East	6
	3														
	8					30.22	80	78	80	Clouds a bit	7			East	6
18	4					31.20	81	79	80	Clouds a bit	7			East	7
	9														
18	12	18.29	61.34			30.20	80	79	79	Clouds a bit	5			East	5
	3														
	8					30.20	81	78	77	Clouds a bit	4			East	5

Ther. in use, No. _____

Corrections, _____

REMARKS.

"PROP. SKY CLEAR."
 "A Fairly Good."
 "10 Not a cloud to be seen."

16. April Corn plumeat with dark wind from east at 5 A.M.
 Saw a ship standing off W
- 17 Corn with fresh Trades with light squalls.
 Strong Trades throughout
- 18 Corn with strong trades and clouds.
 Strong Trades throughout but fast-
 moving swell from W & S
- 19 Strong trades and clouds with heavy swell
 throughout
- 20 Strong Trades with slight rain squalls and
 heavy swell throughout
- 21 Strong Trades and pleasant throughout
- 22 Strong Trades with slight rain squalls
- 23 Strong Trades with light squalls throughout
- 24 Pleasant with strong trades throughout
 at 6 A.M. saw a bark pointed our anchor bearing
 South

Abstract Log of Ship *Alie Thimelike* Captain *W^{re} S. Thimelike*

Date.	Hour.	LATITUDE.	LONGITUDE.	CURRENTS.		BAROMETER.		THERM.		FORM AND DIRECTION OF CLOUDS.	HOURS OF SKY CLEAR.	HOURS OF FOG, A. RAIN, H. SNOW, C. HAIL, D.	MAGNETIC VARIATION OBSERVED.	WINDS.	
				Direction.	Rate.	Height.	Ther. Air.	Water.	Direction.					Rate.	
1876															
	4					30.20	81.76	77	Comm a cir		3			E 88° 8'	7
	9														
Noon.	12	19.33	64.59			30.22	81.80	77	Comm a cir		3			E 92° 8'	7
	3														
	8					30.12	77.76	79	Comm a cir		3			E 92° 8'	3
	4					30.12	77.76	77	Comm a cir		4			E 92° 8'	3
	9														
Noon.	12	19.44	67.01			30.22	81.82	74	Comm a cir		5			E 92° 8'	3
	3														
	8					30.12	81.78	74	Comm a cir		5			E 92° 8'	3
	4					30.22	80.78	77			4			E 92° 8'	3
	9								Comm a cir						
Noon.	12	20.14	67.40			30.20	82.82	77			6			E 92° 8'	3
	3														
	8					30.19	80.78	80	Comm a cir		4			E 92° 8'	3
	4					30.20	81.78	81	Comm a cir		4			E 92° 8'	4
	9														
Noon.	12	20.17	72.19			30.22	81.83	81	Comm a cir		6			E 92° 8'	3
	3														
	8					30.20	80.78	80	Comm a cir		6			E 92° 8'	3
	4					31.20	80.78	80	Comm a cir		6			E 92° 8'	4
	9														
Noon.	12	20.41	74.57			30.22	81.62	80	Comm a cir		6			E 92° 8'	3
	3					30.12	80.78	80	Comm a cir		4			E 92° 8'	3
	8														
	4					30.22	80.78	81	Comm a cir		0			E 92° 8'	3
	9														
Noon.	12	21.08	76.46			30.21	80.80	81	Comm a cir		7			E 92° 8'	3
	3														
	8					30.20	80.77	80	cir		9			E 92° 8'	4
	4					30.20	81.78	81	cir		8			E 92° 8'	2
	9														
Noon.	12	22.57	78.22	70		30.20	80.82	81	cir		6			E 92° 8'	2
	3														
	8					30.20	80.79	82	cir		3			N 1° E	150
	4					30.20	81.77	82	cir		6			N 1° E	150
	9														
Noon.	12	23.16	77.48			30.20	81.80	82	cir		4			E 92° 8'	150
	3														
	8					30.20	82.80	82	cir + str		2			N 1° E	150
	4					30.20	82.80	82	cir + str		2			N 1° E	150
	9														
Noon.	12	23.42	81.14			30.20	83.74	82	cir + str		5			N 1° E	150
	3														
	8					30.20	82.80	82	cir + str						

Time, in use, No.

Corrections,

REMARKS.

"1" - "PROP. SKY CLEAR."

"6" Entirely overcast.

"10" Not a cloud to be seen.

- 25 Pleasant with dark Trades large patches of mist
seen also Petrels
- 26 Pleasant with dark Trades Throughout at
8 am saw a large Ship. Landing west
At 4 P. M. saw the English Turk champion
of Shalburne Landing North
- 27 Pleasant with dark Trades at 6 AM saw the
Land. Cape Canton South 25 miles distant
- 28 Pleasant with light Trades Throughout
- 29 Pleasant with light Trades at 8 AM saw the Land
about Cape Mudge at 4 PM. Shaka Bay low South by
East 3 miles distant
- 31 Pleasant with light trades at 10 AM. Saw 7 ships
at Chatham. 4 Chalmerses low west 6 miles distant at 8 PM
half way Light low N 10 miles distant at midnight the
light on Gordon Island low N by S. 8 miles distant
- 32 at 10 AM Pleasant with dark Trades at 6 AM. Dyer Bay
low East 10 miles distant. Night along the edge of the land
to lat 22.47. Long 78-25 at dawn saw a Ship. the Maudslowi
- 33 Pleasant with light breeze from N 3 miles distant
first light. Ship seen at dawn several smoky sails
went the ship
- 34 Pleasant with light breeze from S E to N E
saw several ships bound down the English with
smoke coming from the funnels

Abstract Log of *Ship Alice Thorne* Captain *J. H. Thorne*

		CURRENTS.		BAROMETER.		THERM.		FORM AND DIRECTION OF CLOUDS.		*PROP. OF SKY CLEAR.		BOCES OF FOG A. RAIN B. SNOW C. HAIL D.		MAGNETIC VARIATION OBSERVED.		WINDS.	
Date.	Hour.	LATITUDE.	LONGITUDE.	Direction.	Rate.	Height.	Temp. Air.	Temp. Water.						Direction.	Rate.		

Ther. in use, No.

Corrections.

REMARKS.

0 "Clear, Sea Clear."
 0 Entirely overcast.
 10 Not a cloud to be seen.

7. Calm. With sea as smooth as a mill pond. Saw several
 ships drifting down the Gulf at dawn and a large cutter
 drifting about the ship also a water snake about 10 feet long
 and 7 inches in diameter.

Abstract Log of the U. S. S. Albatross, Commanded by Captain

[illegible]

Abstract Log of *U.S.S. Albatross*Captain *W. S. Fitzgerald*

Date.	Hour.	LATITUDE.	LONGITUDE.	CURRENTS.			THERM.	FORM AND DIRECTION OF CLOUDS.	PROB. OF SKY CLEAR.	HOES OF FOG A. RAIN B. SNOW C. HAIL D.	MAGNETIC VARIATION OBSERVED.	WINDS.	
				Direction.	Rate.	Height.	Ther. Air. Wat'r.					Direction.	Rate.
19	4						61.5	78 79					
	9												
	Noon. 12												
20	8						61.5	77 78					
	4						61.5	77 78					
	9												
21	Noon. 12						61.0	77 78					
	3												
	8						60.4	77 78					
22	4						60.0	78					
	9												
	Noon. 12						60.5	78 79					
23	3												
	8						60.2	77 78					
	4						60.2	77 78					
24	9												
	Noon. 12						60.0	77 78					
	3												
25	8						60.2	77 78					
	4						60.2	77 78					
	9												
26	Noon. 12						60.0	77 78					
	3												
	8						60.0	77 78					
27	4						60.0	77 78					
	9												
	Noon. 12						60.0	77 78					
28	3												
	8						60.0	77 78					
	4						60.0	77 78					
29	9												
	Noon. 12						60.0	77 78					
	3												
30	8						60.0	77 78					
	4						60.0	77 78					
	9												
31	Noon. 12						60.0	77 78					
	3												
	8						60.0	77 78					
1	4						60.0	77 78					
	9												
	Noon. 12						60.0	77 78					
2	3												
	8						60.0	77 78					
	4						60.0	77 78					
3	9												
	Noon. 12						60.0	77 78					
	3												
4	8						60.0	77 78					
	4						60.0	77 78					
	9												
5	Noon. 12						60.0	77 78					
	3												
	8						60.0	77 78					
6	4						60.0	77 78					
	9												
	Noon. 12						60.0	77 78					
7	3												
	8						60.0	77 78					
	4						60.0	77 78					
8	9												
	Noon. 12						60.0	77 78					
	3												
9	8						60.0	77 78					
	4						60.0	77 78					
	9												
10	Noon. 12						60.0	77 78					
	3												
	8						60.0	77 78					
11	4						60.0	77 78					
	9												
	Noon. 12						60.0	77 78					
12	3												
	8						60.0	77 78					
	4						60.0	77 78					
13	9												
	Noon. 12						60.0	77 78					
	3												
14	8						60.0	77 78					
	4						60.0	77 78					
	9												
15	Noon. 12						60.0	77 78					
	3												
	8						60.0	77 78					
16	4						60.0	77 78					
	9												
	Noon. 12						60.0	77 78					
17	3												
	8						60.0	77 78					
	4						60.0	77 78					
18	9												
	Noon. 12						60.0	77 78					
	3												
19	8						60.0	77 78					
	4						60.0	77 78					
	9												
20	Noon. 12						60.0	77 78					
	3												
	8						60.0	77 78					
21	4						60.0	77 78					
	9												
	Noon. 12						60.0	77 78					
22	3												
	8						60.0	77 78					
	4						60.0	77 78					
23	9												
	Noon. 12						60.0	77 78					
	3												
24	8						60.0	77 78					
	4						60.0	77 78					
	9												
25	Noon. 12						60.0	77 78					
	3												
	8						60.0	77 78					
26	4						60.0	77 78					
	9												
	Noon. 12						60.0	77 78					
27	3												
	8						60.0	77 78					
	4						60.0	77 78					
28	9												
	Noon. 12						60.0	77 78					
	3												
29	8						60.0	77 78					
	4						60.0	77 78					
	9												
30	Noon. 12						60.0	77 78					
	3												
	8						60.0	77 78					
31	4						60.0	77 78					
	9												
	Noon. 12						60.0	77 78					

Abstract Log of

Captain J. C. Timmer

				CURRENTS.			BAROMETER. THERM.			FORM AND DIRECTION OF CLOUDS.		*PROP. OF SET CLEAR.	HOURS OF FOG A. RAIN B. SNOW C. HAIL D.				MAGNETIC VARIATION OBSERVED.		WINDS.	
Date.	Hour.	LATITUDE.	LONGITUDE.	Direction.	Rate.	Height.	Ther. Air.	Ther. Wat.									Direction.	Rate.		
	4																			
	9																			
Noon.	12																			
	3																			
	8																			
	4																			
	9																			
Noon.	12																			
	3																			
	8																			
	4																			
	9																			
Noon.	12	28.56	25.04																	
	3																			
	8																			
	4																			
	9																			
Noon.	12	28.24	25.07																	
	3																			
	8																			
	4																			
	9																			
Noon.	12	28.01	25.10																	
	3																			
	8																			
	4																			
	9																			
Noon.	12	27.51	25.14																	
	3																			
	8																			
	4																			
	9																			
Noon.	12	27.51	25.17																	
	3																			
	8																			
	4																			
	9																			
Noon.	12	27.51	25.20																	
	3																			
	8																			
	4																			
	9																			
Noon.	12	27.51	25.23																	
	3																			
	8																			
	4																			
	9																			
Noon.	12	27.51	25.26																	
	3																			
	8																			
	4																			
	9																			
Noon.	12	27.51	25.29																	
	3																			
	8																			
	4																			
	9																			
Noon.	12	27.51	25.32																	
	3																			
	8																			
	4																			
	9																			
Noon.	12	27.51	25.35																	
	3																			
	8																			
	4																			
	9																			
Noon.	12	27.51	25.38																	
	3																			
	8																			
	4																			
	9																			
Noon.	12	27.51	25.41																	
	3																			
	8																			
	4																			
	9																			
Noon.	12	27.51	25.44																	
	3																			
	8																			
	4																			
	9																			
Noon.	12	27.51	25.47																	
	3																			
	8																			
	4																			
	9																			
Noon.	12	27.51	25.50																	
	3																			
	8																			
	4																			
	9																			
Noon.	12	27.51	25.53																	
	3																			
	8																			
	4																			
	9																			
Noon.	12	27.51	25.56																	
	3																			
	8																			
	4																			
	9																			
Noon.	12	27.51	25.59																	
	3																			
	8																			
	4																			
	9																			
Noon.	12	27.51	26.02																	
	3																			
	8																			
	4																			
	9																			
Noon.	12	27.51	26.05																	
	3																			
	8																			
	4																			
	9																			
Noon.	12	27.51	26.08																	
	3																			
	8																			
	4																			
	9																			
Noon.	12	27.51	26.11																	
	3																			
	8																			
	4																			
	9																			
Noon.	12	27.51	26.14																	
	3																			
	8																			
	4																			
	9																			
Noon.	12	27.51	26.17																	

Abstract Log of

Captain

Date.	Hour.	LATITUDE.	LONGITUDE.	CURRENTS.	BAROMETER.		THERM.		FORM AND DIRECTION OF CLOUDS.	*PROP. OF SKY CLEAR.	HOURS OF FOG A. RAIN B. SNOW C. HAIL D.	MAGNETIC VARIATION OBSERVED.	WINDS.	
				Direction. Rate.	Height.	Ther. Attd.	Air. Wat'r.	Direction.					Rate.	
17	4				30.5	58	50	thin & blue						
	9													
Noon.	12	2.40	30.0		30.12	58	54.3	thin & blue						
	3													
	8				30.12	58	54.3	thin & blue						
	4				30.12	58	54.3	thin & blue						
	9													
Noon.	12	2.40	30.0		30.12	58	54.3	thin & blue						
	3													
	8				30.12	58	54.3	thin & blue						
	4				30.12	58	54.3	thin & blue						
	9													
Noon.	12	2.40	30.0		30.12	58	54.3	thin & blue						
	3													
	8				30.12	58	54.3	thin & blue						
	4				30.12	58	54.3	thin & blue						
	9													
Noon.	12	2.40	30.0		30.12	58	54.3	thin & blue						
	3													
	8				30.12	58	54.3	thin & blue						
	4				30.12	58	54.3	thin & blue						
	9													
Noon.	12	2.40	30.0		30.12	58	54.3	thin & blue						
	3													
	8				30.12	58	54.3	thin & blue						
	4				30.12	58	54.3	thin & blue						
	9													
Noon.	12	2.40	30.0		30.12	58	54.3	thin & blue						
	3													
	8				30.12	58	54.3	thin & blue						
	4				30.12	58	54.3	thin & blue						
	9													
Noon.	12	2.40	30.0		30.12	58	54.3	thin & blue						
	3													
	8				30.12	58	54.3	thin & blue						
	4				30.12	58	54.3	thin & blue						
	9													
Noon.	12	2.40	30.0		30.12	58	54.3	thin & blue						
	3													
	8				30.12	58	54.3	thin & blue						
	4				30.12	58	54.3	thin & blue						
	9													
Noon.	12	2.40	30.0		30.12	58	54.3	thin & blue						
	3													
	8				30.12	58	54.3	thin & blue						
	4				30.12	58	54.3	thin & blue						
	9													
Noon.	12	2.40	30.0		30.12	58	54.3	thin & blue						
	3													
	8				30.12	58	54.3	thin & blue						
	4				30.12	58	54.3	thin & blue						
	9													
Noon.	12	2.40	30.0		30.12	58	54.3	thin & blue						
	3													
	8				30.12	58	54.3	thin & blue						
	4				30.12	58	54.3	thin & blue						
	9													
Noon.	12	2.40	30.0		30.12	58	54.3	thin & blue						
	3													
	8				30.12	58	54.3	thin & blue						
	4				30.12	58	54.3	thin & blue						
	9													
Noon.	12	2.40	30.0		30.12	58	54.3	thin & blue						
	3													
	8				30.12	58	54.3	thin & blue						
	4				30.12	58	54.3	thin & blue						
	9													
Noon.	12	2.40	30.0		30.12	58	54.3	thin & blue						
	3													
	8				30.12	58	54.3	thin & blue						
	4				30.12	58	54.3	thin & blue						
	9													
Noon.	12	2.40	30.0		30.12	58	54.3	thin & blue						
	3													
	8				30.12	58	54.3	thin & blue						
	4				30.12	58	54.3	thin & blue						
	9													
Noon.	12	2.40	30.0		30.12	58	54.3	thin & blue						
	3													
	8				30.12	58	54.3	thin & blue						
	4				30.12	58	54.3	thin & blue						
	9													
Noon.	12	2.40	30.0		30.12	58	54.3	thin & blue						
	3													
	8				30.12	58	54.3	thin & blue						
	4				30.12	58	54.3	thin & blue						
	9													
Noon.	12	2.40	30.0		30.12	58	54.3	thin & blue						
	3													
	8				30.12	58	54.3	thin & blue						
	4				30.12	58	54.3	thin & blue						
	9													
Noon.	12	2.40	30.0		30.12	58	54.3	thin & blue						
	3													
	8				30.12	58	54.3	thin & blue						
	4				30.12	58	54.3	thin & blue						
	9													
Noon.	12	2.40	30.0		30.12	58	54.3	thin & blue						
	3													
	8				30.12	58	54.3	thin & blue						
	4				30.12	58	54.3	thin & blue						
	9													
Noon.	12	2.40	30.0		30.12	58	54.3	thin & blue						
	3													
	8				30.12	58	54.3	thin & blue						
	4				30.12	58	54.3	thin & blue						
	9													
Noon.	12	2.40	30.0		30.12	58	54.3	thin & blue						
	3													
	8				30.12	58	54.3	thin & blue						
	4				30.12	58	54.3	thin & blue						
	9													
Noon.	12	2.40	30.0		30.12	58	54.3	thin & blue						
	3													
	8				30.12	58	54.3	thin & blue						
	4				30.12	58	54.3	thin & blue						
	9													
Noon.	12	2.40	30.0		30.12	58	54.3	thin & blue						
	3													
	8				30.12	58	54.3	thin & blue						
	4				30.12	58	54.3	thin & blue						
	9													
Noon.	12	2.40	30.0		30.12	58	54.3	thin & blue						
	3													
	8				30.12	58	54.3	thin & blue						
	4				30.12	58	54.3	thin & blue						
	9													
Noon.	12	2.40	30.0		30.12	58	54.3	thin & blue						
	3													
	8				30.12	58	54.3	thin & blue						
	4				30.12	58	54.3	thin & blue						
	9													
Noon.	12	2.40	30.0		30.12	58	54.3	thin & blue						
	3													
	8				30.12	58	54.3	thin & blue						
	4				30.12	58	54.3	thin & blue						
	9													
Noon.	12	2.40	30.0		30.12	58	54.3	thin & blue						
	3													
	8				30.12	58	54.3	thin & blue						
	4				30.12	58	54.3	thin & blue						
	9													
Noon.	12	2.40	30.0		30.12	58	54.3	thin & blue						
	3													
	8				30.12	58	54.3	thin & blue						
	4				30.12	58	54.3	thin & blue						
	9													
Noon.	12	2.40	30.0		30.12	58	54.3	thin & blue						
	3													
	8				30.12	58	54.3	thin & blue						
	4				30.12	58	54.3	thin & blue						

From

to

185

52

Ther. in use, No. }

Corrections, }

REMARKS.

(* "PROP. SKY CLEAR."
0 Entirely overcast.
10 Not a cloud to be seen.

Abstract Log of ...

Captain G. & Family

		CURRENTS.		BAROMETER.		THERMUR.		FORM AND DIRECTION OF CLOUDS.		PROB. OF FOG A. RAIN R. SNOW C. HAIL D.		HOURS OF MAGNETIC VARIATION OBSERVED.		WINDS.	
Date.	Hour.	LATITUDE.	LONGITUDE.	Direction.	Rate.	Height.	Ther. Avg.	Air.	Wat'r.			Direction.	Rate.		
12	4	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5	4		20.0	4		
	3														
	8														
	4														
	9														
Noon	12	20.0	20.0	5.12	48.67	50	51.5	51.5	51.5						

Abstract Log of *U.S.S. Albatross* Captain *Wm. H. Hornum*

Date.	Hour.	LATITUDE.	LONGITUDE.	CURRENTS.		BAROMETER.		THERMETER.		FORM AND DIRECTION OF CLOUDS.	*PREP. OF SKY CLEAR.	HOURS OF FOG A. RAIN B. SNOW C. OBSERVED.	WINDS.	
				Direction.	Rate.	Height.	Temp. Air.	Wet.	Atm.				Direction.	Rate.
21st	4					30.16 77	75	77	Barom. & Air		+		SE 8	1
	9													
	12	27 00	29.16			30.12 77	77	77	Barom. & Air		0		SE 8	1
	3					30.10 78	77	77	Barom. & Air		2		SE 8	1
	4					30.12 77	77	77	Barom. & Air		1		SE 8	1
22nd	9													
	Noon	16.12	27.22			30.11 78	77	77	Barom. & Air		3		SE 8	1
	3													
	8					30.12 80	75	77	Barom. & Air		0		SE 8	1
	4					30.11 77	76	76	Barom. & Air		0		SE 8	1
23rd	9													
	Noon	17.00	27.47			30.10 78	76	76	Barom. & Air		0		SE 8	1
	3													
	8					30.11 81	76	76	Barom. & Air		7		SE 8	1
	4					30.12 77	76	76	Barom. & Air		8		SE 8	1
24th	9													
	Noon	17.40	27.41			30.12 76	76	76	Barom. & Air		1		SE 8	1
	3													
	8					30.12 75	76	76	Barom. & Air		2		SE 8	1
	4					30.12 75	76	76	Barom. & Air		0		SE 8	1
25th	9													
	Noon	17.55	27.54			30.15 76	74	76	Barom. & Air		2		SE 8	1
	3													
	8					30.16 76	74	76	Barom. & Air		3		SE 8	1
	4					30.17 74	74	74	Barom. & Air		0		SE 8	1
26th	9													
	Noon	18.07	27.57			30.18 74	74	74	Barom. & Air		1		SE 8	1
	3													
	8					30.18 75	74	74	Barom. & Air		0		SE 8	1
	4					30.18 74	74	74	Barom. & Air		8		SE 8	1
27th	9													
	Noon	18.20	28.00			30.18 75	75	75	Barom. & Air		1		SE 8	1
	3													
	8					30.18 75	75	75	Barom. & Air		1		SE 8	1
	4					30.18 75	75	75	Barom. & Air		0		SE 8	1
28th	9													
	Noon	18.47	28.01			30.18 75	75	75	Barom. & Air		1		SE 8	1
	3													
	8					30.18 75	75	75	Barom. & Air		1		SE 8	1
	4					30.18 75	75	75	Barom. & Air		2		SE 8	1
29th	9													
	Noon	19.08	28.01			30.18 75	75	75	Barom. & Air		1		SE 8	1
	3													
	8					30.18 75	75	75	Barom. & Air		1		SE 8	1
	4					30.18 75	75	75	Barom. & Air		2		SE 8	1
30th	9													
	Noon	19.28	28.01			30.18 75	75	75	Barom. & Air		1		SE 8	1
	3													
	8					30.18 75	75	75	Barom. & Air		1		SE 8	1
	4					30.18 75	75	75	Barom. & Air		2		SE 8	1

Ther. in use, No. _____
 Corrections, _____

REMARKS.

"- Prop. Sky Clear."
 "0 Entirely overcast."
 "10 Not a cloud to be seen."

- 20 Light clouds with slight squalls all round at 6 p.m. Saw a large lion
- 26 Light clouds from 4 p.m. to 10 p.m. saw a lion
- 27 Light clouds saw a small ship lying with its sails set
- 28 Strong winds and squalls at 10 p.m. saw a lion
- 29 Strong winds and squalls at 6 p.m. saw a lion
- 30 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 31 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 32 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 33 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 34 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 35 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 36 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 37 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 38 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 39 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 40 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 41 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 42 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 43 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 44 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 45 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 46 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 47 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 48 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 49 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 50 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 51 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 52 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 53 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 54 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 55 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 56 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 57 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 58 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 59 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 60 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 61 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 62 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 63 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 64 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 65 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 66 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 67 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 68 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 69 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 70 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 71 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 72 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 73 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 74 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 75 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 76 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 77 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 78 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 79 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 80 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 81 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 82 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 83 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 84 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 85 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 86 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 87 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 88 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 89 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 90 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 91 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 92 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 93 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 94 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 95 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 96 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 97 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 98 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 99 Present with squalls from 5 p.m. to 10 p.m. saw a lion
- 100 Present with squalls from 5 p.m. to 10 p.m. saw a lion

Abstract Log of *U. S. S. Fish Hawk* Captain *H. B. Fennell*

				CURRENTS.	BAROMETER.		THERM.		FORM AND DIRECTION OF CLOUDS.		*PROP. OF SKY CLEAR.	HOURS OF FOG A. RAIN E. SNOW C. HAIL D.	MAGNETIC VARIATION OBSERVED.	WINDS.	
Date.	Hour.	LATITUDE.	LONGITUDE.	Direction.	Rate.	Height.	Ther. Air.	Ther. Water.						Direction.	Rate.
1917	3						27.85	61.0	55	100% 20'		1		North	8
	4														
Noon	12						27.85	61.0	55	100% 20'		1		North	7
	3														
	4						27.85	61.0	55	100% 20'		1		North	5
	5														
Noon	12	2.10	10.0				27.85	61.0	55	100% 20'		3		North	10
	3														
	4						27.85	61.0	55	100% 20'		2		North	1
	5														
Noon	12	2.10	10.0				27.85	61.0	55	100% 20'		4		North	1
	3														
	4						27.85	61.0	55	100% 20'		4		North	1
	5														
Noon	12	2.10	10.0				27.85	61.0	55	100% 20'		4		North	1
	3														
	4						27.85	61.0	55	100% 20'		4		North	1
	5														
Noon	12	2.10	10.0				27.85	61.0	55	100% 20'		4		North	1
	3														
	4						27.85	61.0	55	100% 20'		4		North	1
	5														
Noon	12	2.10	10.0				27.85	61.0	55	100% 20'		4		North	1
	3														
	4						27.85	61.0	55	100% 20'		4		North	1
	5														
Noon	12	2.10	10.0				27.85	61.0	55	100% 20'		4		North	1
	3														
	4						27.85	61.0	55	100% 20'		4		North	1
	5														
Noon	12	2.10	10.0				27.85	61.0	55	100% 20'		4		North	1
	3														
	4						27.85	61.0	55	100% 20'		4		North	1
	5														
Noon	12	2.10	10.0				27.85	61.0	55	100% 20'		4		North	1
	3														
	4						27.85	61.0	55	100% 20'		4		North	1
	5														
Noon	12	2.10	10.0				27.85	61.0	55	100% 20'		4		North	1
	3														
	4						27.85	61.0	55	100% 20'		4		North	1
	5														
Noon	12	2.10	10.0				27.85	61.0	55	100% 20'		4		North	1
	3														
	4						27.85	61.0	55	100% 20'		4		North	1
	5														
Noon	12	2.10	10.0				27.85	61.0	55	100% 20'		4		North	1
	3														
	4						27.85	61.0	55	100% 20'		4		North	1
	5														
Noon	12	2.10	10.0				27.85	61.0	55	100% 20'		4		North	1
	3														
	4						27.85	61.0	55	100% 20'		4		North	1
	5														
Noon	12	2.10	10.0				27.85	61.0	55	100% 20'		4		North	1
	3														
	4						27.85	61.0	55	100% 20'		4		North	1
	5														
Noon	12	2.10	10.0				27.85	61.0	55	100% 20'		4		North	1
	3														
	4						27.85	61.0	55	100% 20'		4		North	1
	5														
Noon	12	2.10	10.0				27.85	61.0	55	100% 20'		4		North	1
	3														
	4						27.85	61.0	55	100% 20'		4		North	1
	5														
Noon	12	2.10	10.0				27.85	61.0	55	100% 20'		4		North	1
	3														
	4						27.85	61.0	55	100% 20'		4		North	1
	5														
Noon	12	2.10	10.0				27.85	61.0	55	100% 20'		4		North	1
	3														
	4						27.85	61.0	55	100% 20'		4		North	1
	5														
Noon	12	2.10	10.0				27.85	61.0	55	100% 20'		4		North	1
	3														
	4						27.85	61.0	55	100% 20'		4		North	1
	5														
Noon	12	2.10	10.0				27.85	61.0	55	100% 20'		4		North	1
	3														
	4						27.85	61.0	55	100% 20'		4		North	1
	5														
Noon	12	2.10	10.0				27.85	61.0	55	100% 20'		4		North	1
	3														
	4						27.85	61.0	55	100% 20'		4		North	1
	5														
Noon	12	2.10	10.0				27.85	61.0	55	100% 20'		4		North	1
	3														
	4						27.85	61.0	55	100% 20'		4		North	1
	5														
Noon	12	2.10	10.0				27.85	61.0	55	100% 20'		4		North	1
	3														
	4						27.85	61.0	55	100% 20'		4		North	1
	5														
Noon	12	2.10	10.0				27.85	61.0	55	100% 20'		4		North	1
	3														
	4						27.85	61.0	55	100% 20'		4		North	1
	5														
Noon	12	2.10	10.0				27.85	61.0	55	100% 20'		4		North	1
	3														
	4						27.85	61.0	55	100% 20'		4		North	1
	5														
Noon	12	2.10	10.0				27.85	61.0	55	100% 20'		4		North	1
	3														
	4						27.85	61.0	55	100% 20'		4		North	1
	5														
Noon	12	2.10	10.0				27.85	61.0	55	100% 20'		4		North	1
	3														
	4						27.85	61.0	55	100% 20'		4		North	1
	5														
Noon	12	2.10	10.0				27.85	61.0	55	100% 20'		4		North	1
	3														
	4						27.85	61.0	55	100% 20'		4		North	1
	5														
Noon	12	2.10	10.0				27.85	61.0	55	100% 20'		4		North	1
	3														
	4						27.85	61.0	55	100% 20'		4		North	1
	5														
Noon	12	2.10	10.0				27.85	61.0	55	100% 20'		4		North	1
	3														
	4						27.85	61.0	55	100% 20'		4		North	1
	5														
Noon	12	2.10	10.0				27.85	61.0	55	100% 20'		4		North	1
	3														
	4						27.85	61.0	55	100% 20'		4		North	1
	5														
Noon	12	2.10	10.0				27.85	61.0	55	100% 20'		4		North	1
	3														
	4						27.85	61.0	55	100% 20'		4		North	1
	5														

Ther. in use, No.

Corrections.

REMARKS.

"* "PROP. SKY CLEAR."
0 Entirely overcast.
10 Not a cloud to be seen.

- 1300 Came with strong gale with heavy rain signals at 7 & the barometer fell all plain and heavy till 11:00
- 4 Came with light but more a calm heavy till 11:00
light breeze came from west the ship went to sea
- 5 Came with light breeze from west the barometer fell all plain and heavy till 11:00
- 6 Came with light breeze from west the barometer fell all plain and heavy till 11:00
- 7 Light breeze coming in from E & S. barometer fell all plain and heavy till 11:00
- 8 Came with light breeze from west the barometer fell all plain and heavy till 11:00
- 9 Came with light breeze from west the barometer fell all plain and heavy till 11:00
- 10 Came with light breeze from west the barometer fell all plain and heavy till 11:00
- 11 Came with light breeze from west the barometer fell all plain and heavy till 11:00

Abstract Log of

Captain

[illegible]

From

to

185

Ther. in use, No.

Corrections,

REMARKS.

{ * "PROP. SKY CLEAR."
0 Entirely overcast.
10 Not a cloud to be seen.

12. Clear with strong breeze & heavy squalls at 10 AM hail from
SSE of 2nd R. point in a few min. but at 11 AM squalls cleared
away & wind S.W. & light breeze at 12 noon a large white
cloud appeared.
13. Clear with strong breeze and clouds then heavy
at 1 PM hail & rain fell but did not all plain land. High tide
in night as in day.
14. Breeze and pleasant throughout day but from 11 AM
15. Clear with cloudy weather and squalls began at 2 PM
hail began from S.W. in all light clouds and squalls
thence.
16. Strong breeze from S.W. under squalls heavy squalls
in evening at 7 PM. but before mid night squalls
ceased & breeze light & ship in S. light.
17. Clear with strong breeze from S.W. from 11 AM to 1 PM
at 2 PM with heavy breeze from S.W. to 3 PM.
18. Clear with strong breeze from S.W. at 1 PM small squalls
began to 2 PM and pleasant.
19. Clear from 1 PM to 2 PM 162 from 2 PM to 4 PM
from 4 PM to 6 PM 162 from 6 PM to 8 PM 162
20. Clear with strong breeze at 1 PM from 1 PM to 4 PM
from 4 PM to 6 PM 162 from 6 PM to 8 PM 162
at 8 PM at 10 PM and at 11 PM 162 from 11 PM to 12 PM

Abstract Log of

Captain

CURRENTS.										BAROMETER.		THERM.		FORM AND DIRECTION OF CLOUDS.		*PROP. OF SKY CLEAR.		HOURS OF FOG A. RAIN B. SNOW C. HAIL D.		MAGNETIC VARIATION OBSERVED.		WINDS.	
Date.	Hour.	LATITUDE.	LONGITUDE.	Direction.	Rate.	Height.	Ther. Air.	Air.	Wat.											Direction.	Rate.		
	4																						
	9																						
Noon.	12																						
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	8																						
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Noon.	12																						

Abstract Log of

Captain

				CURRENTS.	BAROMETER.		THERM.		FORM AND DIRECTION OF CLOUDS.		*PROP. OF SKY CLEAR.	HOURS OF FOG A. RAIN B. SNOW C. HAIL D.	MAGNETIC VARIATION OBSERVED.	WINDS.		
Date.	Hour.	LATITUDE.	LONGITUDE.	Direction.	Rate.	Height.	Ther. Air.	Air.	Wat's						Direction.	Rate.
	1					29.4		11.94				A. 10			5.28	5
	2															
Noon.	12	40.27	97 11			29.4		11.94							3.28	5
	3															
	4					29.3		11.94							4.28	7
	5					29.3		11.94							4.28	6
	6															
Noon.	12	40.1	97 11			29.3		11.94							4.28	6
	3															
	4					29.3		11.94							4.28	6
	5					29.3		11.94							4.28	6
	6															
Noon.	12	40.1	97 11			29.3		11.94							4.28	6
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	4					29.3		11.94							4.28	6
	5					29.3		11.94							4.28	6
	6															
Noon.	12	40.1	97 11			29.3		11.94							4.28	6
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	4					29.3		11.94							4.28	6
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	6															
Noon.	12	40.1	97 11			29.3		11.94							4.28	6
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	4					29.3		11.94							4.28	6
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Noon.	12	40.1	97 11			29.3		11.94							4.28	6
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	4					29.3		11.94							4.28	6
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Noon.	12	40.1	97 11			29.3		11.94							4.28	6
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	4					29.3		11.94							4.28	6
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Noon.	12	40.1	97 11			29.3		11.94							4.28	6
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Noon.	12	40.1	97 11			29.3		11.94							4.28	6
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Noon.	12	40.1	97 11			29.3		11.94							4.28	6
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Noon.	12	40.1	97 11			29.3		11.94							4.28	6
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Noon.	12	40.1	97 11			29.3		11.94							4.28	6
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Noon.	12	40.1	97 11			29.3		11.94							4.28	6
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	4					29.3		11.94							4.28	6
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Noon.	12	40.1	97 11			29.3		11.94							4.28	6
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Noon.	12	40.1	97 11			29.3		11.94							4.28	6
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Noon.	12	40.1	97 11			29.3		11.94							4.28	6
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Noon.	12	40.1	97 11			29.3		11.94							4.28	6
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	4					29.3		11.94							4.28	6
	5					29.3		11.94							4.28	6
	6															
Noon.	12	40.1	97 11			29.3		11.94							4.28	6
	3															
	4					29.3		11.94							4.28	6
	5					29.3		11.94							4.28	6
	6															
Noon.	12	40.1	97 11			29.3		11.94							4.28	6
	3															
	4					29.3		11.94							4.28	6
	5					29.3		11.94							4.28	6
	6															
Noon.	12	40.1	97 11			29.3		11.94							4.28	6
	3															
	4					29.3		11.94							4.28	6
	5					29.3		11.94							4.28	6
	6															
Noon.	12	40.1	97 11			29.3		11.94							4.28	6
	3															
	4					29.3		11.94							4.28	6
	5					29.3		11.94							4.28	6
	6															
Noon.	12	40.1	97 11			29.3		11.94							4.28	6
	3															
	4					29.3		11.94							4.28	6
	5					29.3		11.94							4.28	6
	6															
Noon.	12	40.1	97 11			29.3		11.94							4.28	6
	3															
	4					29.3		11.94							4.28	6
	5					29.3		11.94							4.28	6
	6															
Noon.	12	40.1	97 11			29.3		11.94							4.28	6
	3												</			

From

Hickman

to

Milwaukee

185

64

Ther. in use, No.

Corrections,

REMARKS.

* "PROP. SKY CLEAR."
0 Entirely overcast.
10 Not a cloud to be seen.

13.

13. with small rain & fog at midnight temperature 68
+ 7. A cold breeze held steady at 10.00. Some rain fell at 10.00
in a light breeze with small rain. The rain fell at 10.00
and at 10.00. The rain fell at 10.00. The rain fell at 10.00.

14. with small rain & fog at midnight temperature 68
+ 7. A cold breeze held steady at 10.00. Some rain fell at 10.00
in a light breeze with small rain. The rain fell at 10.00
and at 10.00. The rain fell at 10.00. The rain fell at 10.00.

15. with small rain & fog at midnight temperature 68
+ 7. A cold breeze held steady at 10.00. Some rain fell at 10.00
in a light breeze with small rain. The rain fell at 10.00
and at 10.00. The rain fell at 10.00. The rain fell at 10.00.

16. with small rain & fog at midnight temperature 68
+ 7. A cold breeze held steady at 10.00. Some rain fell at 10.00
in a light breeze with small rain. The rain fell at 10.00
and at 10.00. The rain fell at 10.00. The rain fell at 10.00.

17. with small rain & fog at midnight temperature 68
+ 7. A cold breeze held steady at 10.00. Some rain fell at 10.00
in a light breeze with small rain. The rain fell at 10.00
and at 10.00. The rain fell at 10.00. The rain fell at 10.00.

18. with small rain & fog at midnight temperature 68
+ 7. A cold breeze held steady at 10.00. Some rain fell at 10.00
in a light breeze with small rain. The rain fell at 10.00
and at 10.00. The rain fell at 10.00. The rain fell at 10.00.

19. with small rain & fog at midnight temperature 68
+ 7. A cold breeze held steady at 10.00. Some rain fell at 10.00
in a light breeze with small rain. The rain fell at 10.00
and at 10.00. The rain fell at 10.00. The rain fell at 10.00.

20. with small rain & fog at midnight temperature 68
+ 7. A cold breeze held steady at 10.00. Some rain fell at 10.00
in a light breeze with small rain. The rain fell at 10.00
and at 10.00. The rain fell at 10.00. The rain fell at 10.00.

21. with small rain & fog at midnight temperature 68
+ 7. A cold breeze held steady at 10.00. Some rain fell at 10.00
in a light breeze with small rain. The rain fell at 10.00
and at 10.00. The rain fell at 10.00. The rain fell at 10.00.

From

Rock Point

to

Kelburne

1861

68

Ther. in use, No.

Corrections, }

REMARKS.

{ * "PROP. SKY CLEAR."
 0 Entirely overcast.
 10 Not a cloud to be seen.

Left with sun, in 2 hours with a light breeze at
 start from Rock Point to Kelburne, weather
 very clear, in 1 hour to Kelburne, at Kelburne
 wind strong to Kelburne, as the outposts were

Abstract Log of *Ship* *Franklin* Captain *H. B. Franklin*

		CURRENTS.		BAROMETER. THERMUR.		FORM AND DIRECTION OF CLOUDS.		*PROP. OF SKY CLEAR.	HOURS OF FOR A. MAGNETIC VARIATION. SHOW C. OBSERVED.	WINDS.	
Date.	Hour.	LATITUDE.	LONGITUDE.	Direction.	Rate.	Height.	Therm. Air.	Wat'r.		Direction.	Rate.
17	4										
	9										
Noon.	12										
	3										
20	8					21.1	73.4	with clouds	11	West	
	4					20.1	74.1	with clouds	5	West	
	9										
Noon.	12					29.5	53.15	with clouds	1	West	
	3										
21	8					29.1	57.55	with clouds	1	West	
	4					29.2	58.41	with clouds	1	West	
	9										
Noon.	12					29.02	54.15	with clouds	1	West	
	3										
22	8					29.4	60.82	with clouds	1	West	
	4					29.9	64.0	with clouds	1	West	
	9										
Noon.	12					29.4	60.82	with clouds	1	West	
	3										
23	8					29.8	66.64	with clouds	1	West	
	4					29.9	68.66	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
24	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
25	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
26	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
27	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
28	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
29	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
30	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
31	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
1	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
2	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
3	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
4	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
5	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
6	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
7	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
8	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
9	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
10	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
11	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
12	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
13	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
14	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
15	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
16	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
17	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
18	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
19	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
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20	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
21	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
22	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
23	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
24	8					29.8	66.64	with clouds	1	West	
	4					29.8	66.64	with clouds	1	West	
	9										
Noon.	12					29.8	66.64	with clouds	1	West	
	3										
25	8					29.8	66.64	with clouds	1	West	
	4					29.8					

Abstract Log of

Captain

[illegible]

From

to

185

74

Ther. in use, No.

Corrections,

REMARKS.

{ * "Poor, Sky Clear."
0 Entirely overcast.
10 Not a cloud to be seen.

Abstract Log of

Captain

[illegible]

From

to

185

76

Theor. in use, No. }

Corrections, }

REMARKS.

(9 "Drop, SKY CLEAR."
0 Entirely overcast.
10 Not a cloud to be seen.

Abstract Log of

Captain

Date.	Hour.	LATITUDE.	LONGITUDE.	CURRENTS.	BAROMETER.		THERM.		FORM AND DIRECTION OF CLOUDS.	°PROP. OF SKY CLEAR.	HOURS OF FOG A. RAIN B. SNOW C. HAIL D.	MAGNETIC VARIATION OBSERVED.	WINDS.			
					Direction.	Rate.	Height.	Ther. Air &					Air.	Wat'r	Direction.	Rate.
	4															
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Ther. in use, No.

Corrections,

REMARKS.

* "PROP. SKY CLEAR."
0 Entirely overcast.
10 Not a cloud to be seen.

Multiple Blank Pages
Follow

Abstract Log of

Captain

Date.		Hour.	LATITUDE.	LONGITUDE.	CURRENTS.	BAROMETER.		THERMUR.		FORM AND DIRECTION OF CLOUDS.	*PROP. OF SKY CLEAR.	HOUS OF FOH A. RAIN B. SNOW C HAIL D.	MAGNETIC VARIATION OBSERVED.	WINDS.		
					Direction.	Rate.	Height.	Ther. Wind.	Air.					Wat's	Direction.	Rate.
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		9														
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to

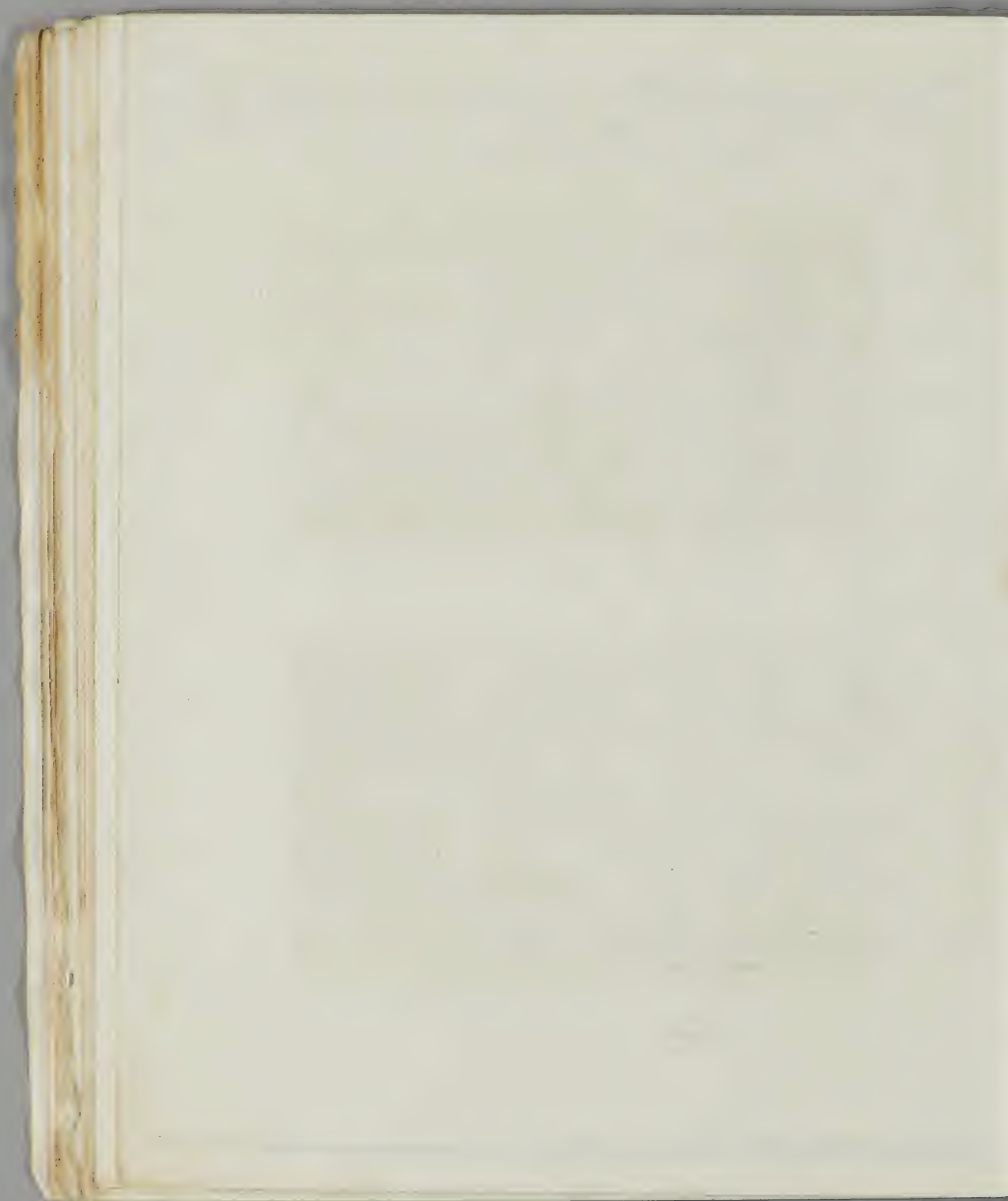
185

102

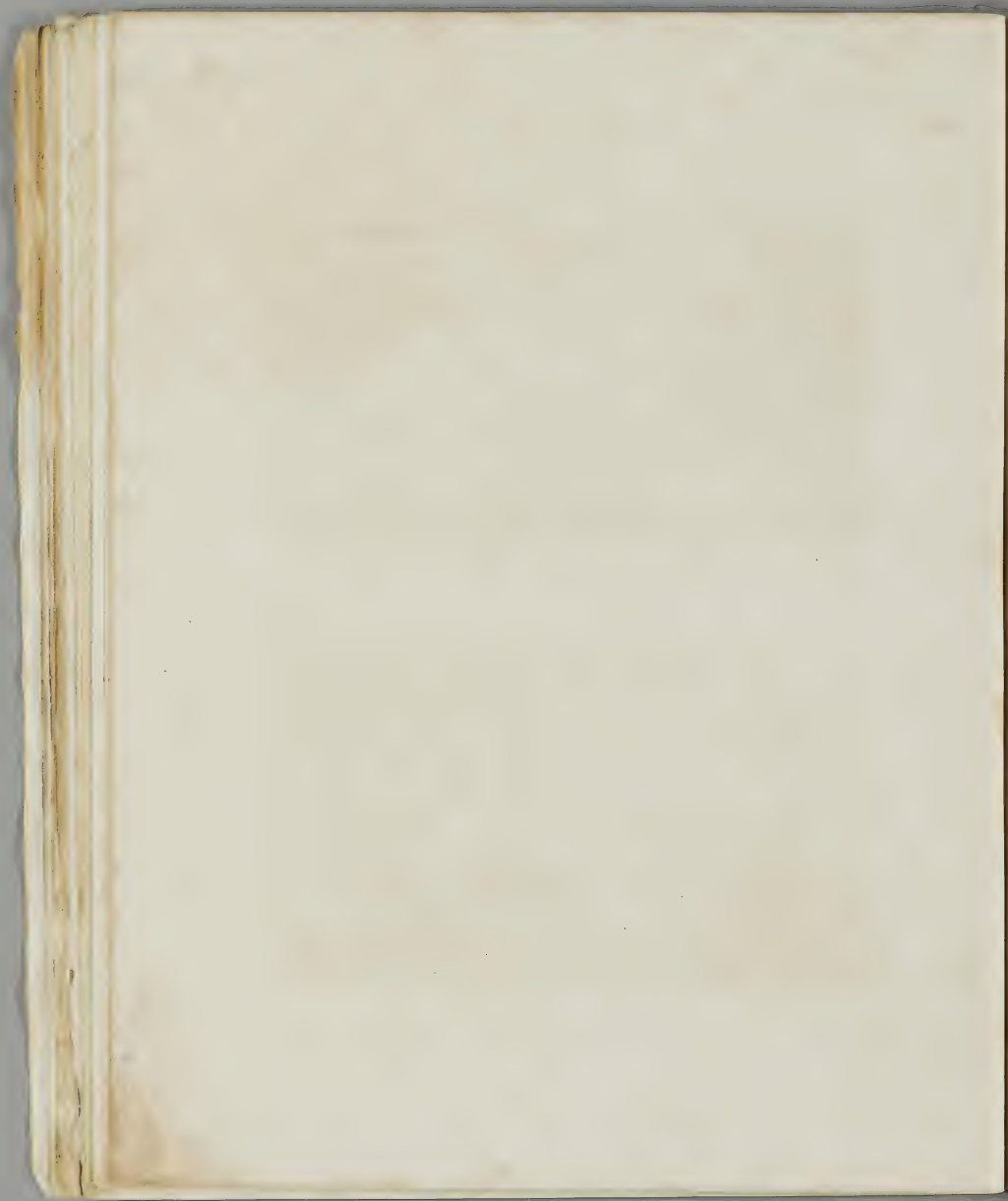
Time, in use, No. _____)
Corrections. _____)

REMARKS.

{ * - "Part. Sky Clear."
6 Entirely overcast.
10 Not a cloud to be seen.







ABSTRACT LOG FOR THE MERCHANT SERVICE.

The Maritime Conference at Brussels recommended the form of an abstract log, especially for men-of-war. The nations represented at that Conference, were Denmark, Sweden, Russia, Norway, Portugal, Holland, France, Belgium, England, and the United States. It is presumed that all these nations will, as the United States have done; as Prussia and Spain, who were not in the Conference, are ready to do, viz: approve that form, and command it to be kept on board of all their men-of-war at sea, and *recommend, at least*, that the same be done in their merchant service.

The following is the order of the Hon. J. C. Dobbin, the Secretary of the Navy upon this subject, to the officers of the United States Navy:—

GENERAL ORDER:

NAVY DEPARTMENT, November 3, 1853.

The form of the "Abstract Log," recommended by the late Maritime Conference at Brussels, is hereby approved and adopted for use in the Navy of the United States.

It is recommended to navigators generally, and will be faithfully kept on board of all vessels in the naval service.

Commanding officers of vessels afloat are specially charged with the execution of this order, and they will transmit copies of the Abstract kept on board, to the Chief of the Bureau of Ordnance and Hydrography at the end of the cruise, and at such other times as he may direct.

(Signed) J. C. DOBBIN, *Secretary of the Navy.*

The intelligent navigator will perceive, by looking over the "Explanatory Notes," what remarks apply to the Merchant Service Log. For instance, those for column 15, "wet bulb," do not apply to this log, unless the navigator may think proper to use the wet bulb thermometer. Neither does what relates to the hours 2, 3, 4 P. M., 6, 9 A. M., and 10, in column 2 "hour" apply to the Merchant Service Log, unless the captain, as he is invited to do, shall choose to introduce in his log these hours. In that case, he is requested to give preference to those hours that are printed in heavy figures.

I quote the Explanatory Notes given by the Brussels Conference for keeping this log; to which I have made some additions. These additions are contained in brackets, thus [].

EXPLANATORY NOTES FOR KEEPING THE ABSTRACT LOG.

The name of the *last* place from which the vessel sailed, and the place to which she is going, should be stated in the abstract.

1st Column.—THE TIME inserted in the abstract log should be civil time; but if astronomical [or sea] time is inserted, it should be so stated at the commencement of the log. The months should be indicated by the Roman letters from I. to XII., January being I. [December XII.]

2d Column.—Hours; this column contains all the hours at the even numbers, and in addition 9 A. M. and 3 P. M. The hours 4 A. M. and 9 A. M., Noon, 3 P. M. and 8 P. M. are printed in larger type, to indicate that it is at these hours that observations are especially required, as will be farther explained.

3d Column.—LATITUDE OBSERVED.

4th Column.—LATITUDE BY DEAD RECKONING.

5th Column.—LONGITUDE OBSERVED.

6th Column.—LONGITUDE BY DEAD RECKONING.

7th and 8th Columns.—DIRECTION AND RATE OF CURRENTS. On ordinary occasions the currents should be determined at noon on each day, by comparing the position of the ship, as determined by observation, and its position, as found by dead reckoning; the direction and rate of the current in nautical miles for the last 24 hours should be given [or better, for the time during which it has been felt]; besides the daily entry at noon, the rate and direction of currents should be noted at shorter intervals, when the ship is in the vicinity of the great oceanic currents, or when it is supposed that the currents may sensibly vary in the 24 hours.

9th Column.—THE OBSERVED VARIATION should be entered in degrees and minutes; and when the variation is determined by observation of the moon or a star, the sign \odot or \ast should be placed after the entry, thus: $23^{\circ} 10' W. \odot$.

The variation should be corrected for local attraction; in other words, the variation entered should be what the variation would have been, had the ship been heading at the time of observation upon the course, in which the local variation would be 0.

It is desirable that every vessel should be provided with a *standard compass*, with which all the observations for variation should be made. The position of the standard compass, or of the one used, should be that at which the local attraction is the least, and the compass should always be placed in the same place. When the variation has not been observed, the variation *used* should be corrected for local attraction, and noted.

10th Column.—DIRECTION

11th Column.—FORCE

} of the WIND.

The latitude and longitude should be observed frequently at sea, and more especially about 4 A. M., Noon, and 8 P. M., and the result referred by the log to the hour nearest to which the observations were made, in order that the ship's position may be as accurately determined as possible at those times. This should be particularly attended to, when the ship is expected to cross or enter upon any of the great streams and currents of the ocean, the trade or periodical winds. The position by dead reckoning should be deduced from the last observation for latitude and longitude. If the longitude is determined by lunar distances, note it in the column with its proper sign, \odot or \ast . and if by chronometer, \odot or \ast . When in sight of land, and the ship's position is determined by bearings, it is still desirable that the position of the ship should be given in latitude and longitude, in the proper column.

The direction and force of the wind should be regularly entered at 4 A. M., Noon, and 8 P. M. The force and direction entered should be that which has been most prevalent during the eight preceding hours. The direction should be by compass, and expressed in points. The force of the wind should be indicated by the figures given in the first page; if there are squalls, their force should be given in a parenthesis (), opposite the hour at which it takes place.

[Columns 10 and 11 are therefore to be filled *only* at 8 P. M., 4 A. M., and Noon. The force and direction of the wind entered at 8 P. M. must be the force and direction that have been most prevalent during the interval between Noon and 8 P. M.; at 4 A. M. enter the prevalent character as it has been since 8 P. M.; and at Noon, the prevalent character since 4 A. M. must be entered. Whether the time kept on board be sea or civil time, from Noon to 8 P. M. is understood to be what in common parlance among seamen is known as the FIRST PART. In like manner, from 8 P. M. to 4 A. M., whether the day commence at noon or midnight, is understood to be the MIDDLE PART.]

12th and 13th Columns.—THE BAROMETER AND ITS THERMOMETER should be observed, if possible, at all the hours given in column 2, and at least at 4 and 9 A. M., Noon, 3 and 8 P. M. [The thermometer attached to the barometer—and if none be attached, one should be tied to the lower end—should be carefully noted whenever the barometer is observed, for we depend upon it for an important correction for the Bar.]

[Navigators, who are co-operating in this system of research, will please recollect that we are now about to turn over a new leaf, especially as it regards the meteorological observations usually made at sea. We have pushed these observations after the old plan until they have of themselves proclaimed their own imperfections, and have demonstrated the necessity of more accurate observations made with instruments that are true.

We are now setting about to catechize nature closely. All who co-operate with us have agreed to propound to her certain questions. Now, unless these questions be truly interpreted, we cannot reconcile the answers that are to be given; and certainly they cannot be truly interpreted unless the instruments used be themselves true.

We want, therefore, when a thermometer is read, to know that its error does not exceed a certain very small quantity—less than a degree always. And, in like manner, when the barometer is read, we want the means of correcting it of its errors, even to the hundredth part of an inch. Every barometer has its sources of error. Mercury, for instance, is very expansible; it is lighter at a temperature of 90° than it is at a temperature of 32°; and with exactly the same atmospheric pressure it will stand higher when the temperature of the column of mercury is 90° than it will when the column of mercury is at any temperature below that. Hence, whenever the barometer is read, we want to know what the temperature of the mercury in the cistern is, in order that we may make this correction. In like manner, it is equally important to know the height of the barometer in the cabin above the level of the sea, and the elements for the other corrections named at page VII.]

14th and 15th Columns.—THE DRY AND WET BULB THERMOMETERS should be observed at the same hours as the barometer. If it rains at the time when the observation with the wet bulb is taken, put the letter B after the temperature. Before reading the wet bulb thermometer, the bulb [or rather, a thin old linen rag should be tied tightly about the bulb, and then the bulb] should be moistened with [clean] fresh water, and allowed to remain a few minutes in the open air, in the shade, and where strong currents of wind from the sails cannot affect it.

All the thermometers ought to have two scales, one that of the country to which the ship belongs, the other the centigrade.

16th Column.—THE FORM AND DIRECTION OF THE CLOUDS should be noted at least at 4 A. M., Noon, and 8 P. M., and as they appear at the time of observation. The form of the clouds should be indicated by the letters given at page VI. When the clouds are observed to be going in different directions at the same time, the direction of the upper ones should be stated above that of the lower, and separated by a bar, thus: $\frac{N.N.E.C.}{E.W.S.W.}$ [Plate XVI. shows the form of Clouds. It gives the forms used by the Smithsonian Institution, and by meteorologists on shore generally.]

17th Column.—THE PROPORTION OF THE SKY CLEAR should be indicated by figures from 0 to 10. Thus 8 indicates that $\frac{8}{10}$ of the sky is clear.

18th Column.—FOG, RAIN, SNOW, AND HAIL. The number of hours of fog, rain, snow, and hail, in the eight preceding hours, should be noted at 4 A. M., Noon, and 8 P. M.

The letter A, indicates fog; C, snow;

B, rain;

D, hail.

One or two bars placed under the hours indicate degree [intensity or quantity]: thus 3 B, is 3 hours of light rain; 3 B, [moderate] rain; 8 B, heavy rain.

The direction and force of the wind, etc., before, during, and after the rain, should be stated in the column of Remarks.

19th Column.—THE STATE OF THE SEA during the eight preceding hours should be stated at 4 A. M., Noon, and 8 P. M., by means of the signs given on the second page. [These signs were omitted to be inserted in the original.]

20th Column.—TEMPERATURE OF THE WATER AT THE SURFACE. For the hours at which the observations should be taken, see directions for the barometer and thermometer. The water should be taken up in a wooden bucket, as far as possible from the ship's side, and placed in the shade on deck; the thermometer should then be placed in the water, and left there for two or three minutes [five], and read afterwards, whilst the bulb is in the water. In addition to the ordinary observations, the temperature of the water should be taken when any particular circumstances may seem to make it desirable, as when there are changes in the color of the water, [or when the vessel is] in the neighborhood of ice, shoals, the gulf or other streams, and at the mouths of great rivers.

The temperature of the water should also be taken during thunderstorms, and when any electrical phenomena are observed.

21st Column.—THE SPECIFIC GRAVITY OF THE WATER AT THE SURFACE OR AT DIFFERENT DEPTHS, should be noted at least once a day; when the water is taken from a certain depth, the depth should be entered under the specific gravity, and under a line ($\frac{1}{2}$). The specific gravity is stated without any other correction than that which the instrument employed may require. The temperature of the water should be placed in the 20th and 22d columns. It is desirable that a uniform scale should be adopted in the instruments used in ascertaining the specific gravity; that the specific gravity of distilled water should be the unit, and that of the sea-water expressed in decimals. [The hydrometer of commerce, that is, the one of glass, and in the shape of a thermometer with a huge bulb slightly loaded, used for proving spirits, is the one recommended for the American Service.]

22d Column.—THE TEMPERATURE OF THE WATER AT DIFFERENT DEPTHS should be taken at least once a day, according as circumstances may be more or less favorable; the temperature should be entered above the specific gravity and separated from it by a bar ($\frac{1}{2}$); the unit of measure in depths is fathoms [of six feet each, English]. In taking water from moderate depths, it may be hauled up in a cylindrical box, 18 inches long, and 6 inches in diameter, having two valves in the ends opening upwards. This box may be either of wood or iron, and attached to the deep-sea lead. [Self-registering *metallic* thermometers are better.]

It is desirable, frequently, to try the temperature of the water at the depth of the ship's cock below the surface; the cock should be left open for 8 or 10 minutes before the bucket is filled, and the thermometer should be left two or three minutes [five] in the water, as before described, before reading it, and it may be well to note the rate of the ship at the time the cock was open. The temperature of the water at the surface should be observed, whenever the temperature at different depths is taken.

When there is a great difference between the temperature of the water at the surface, and at some depth, observe the indications of the wet and dry bulb thermometers, and note them in the column of Remarks.

Although these observations are of importance in every part of the globe, still, there are certain regions where the differences between the temperature at the surface and the temperature at certain depths have a particular interest. We may mention the regions of the trade-winds, the Indian Ocean, the Cape of Good Hope, and especially in the Lagullas current, and near the mouths of great rivers.

COLUMN OF REMARKS.—The column of Remarks will contain everything which the captain may consider useful. We direct attention to the following points:—

1st. If the vessel is a steamer, state whether she was steaming or under sail at the time the observations are made.

Tempests, tornadoes, whirlwinds, typhoons, or hurricanes, etc.—Every circumstance connected with these should be stated in great detail; the different changes of the wind, the appearance of the sky and the clouds, of the sea and electrical phenomena, rain, hail, etc. The height of the barometer should be frequently noted, at least as often as there is a change of a tenth of an inch, and the time when the remarks are made [*i. e.* when the phenomena are seen, or when the observations are made], should be stated.

When *water-spouts* are observed, the time of their duration, their successive appearances, their formation, gyratory movement, translation, and breaking up, should be described.

Note the circumstances attending storms, the thunder, lightning, etc.; and when phenomena of this nature are observed by navigators, they should be guided in their observations by a reference to analogous phenomena, which they may have observed in other regions, more especially upon the edge of the Gulf Stream.

It is desirable to have the *temperature of the rain* compared with the temperature of the air.

When it *hails*, describe the *hailstones*, and the electrical phenomena.

Note the quantity of *dew*, the time when it commences to fall, and, in cases of extraordinary deposits, note the temperature of the air as close to the surface of the sea as possible, and at the same time at the masthead.

When *red fogs* or *showers of dust* are met with, describe the weather and the appearance of the sky, and obtain, if possible, specimens of the dust.

Observe the height of the *waves*, the distance between them, and their rate of progress.

Note the *tide rips* seen, particularly in the tropics, and the age of the moon at the time.

When the surface of the sea is covered with *pink or white patches* of water, as is often the case in the Pacific Ocean, describe them, and preserve specimens of the water in phials with ground-glass stoppers; if practicable, get a cast of the deep-sea lead, and take the temperature of the water at the surface, and at some depth.

When *deep-sea soundings* are taken, state the time the lead takes to descend each 100 fathoms, and carefully preserve whatever the lead brings up from the bottom. [Deep-sea soundings should always be made from a boat.]

It is much to be desired, for the sake of comparison, that the same sized line and the same shaped lead, of equal weight, should be used. [For description of those used in the U. S. Navy, see *Mauy's Sailing Directions*, 6th ed. p. 223.]

In places where *ice* may be met with, observe the temperature of the water frequently; these observations are most valuable when there are fogs which may prevent the ice from being seen, as they may indicate its presence even at the distance of 2 or 3 miles, especially when the ice is to leeward.

Note the appearance of the ice, and the direction in which it has been drifted.

In addition to the *thermometers* usually supplied to ships, it is desirable that they should be furnished with others with *white, black, and blue bulbs*, colored with water-colors. These three thermometers should be exposed simultaneously to the sun in fine weather for some minutes at 9 A. M., noon, and 3 P. M., and occasionally at night [to the open sky] in time of dew; their indications should be entered in the column of Remarks.

Note the *shooting stars*; their point of departure and the point to which they appear to converge, the constellations which they traverse, their numbers in a given time. They should be especially observed about the 10th of August and the middle of November.

The *Aurora borealis*; the time of its appearance and disappearance, extent, form, position, intensity of light, color, its motions, and changes should be described.

Halos, rainbows, meteors, etc. should also be noted.

Carefully note the appearance of *birds, insects, fish, sea-weed, drift-wood*, and mention any circumstances which may throw light upon their appearance.

When at anchor, *tidal observations* should not be neglected, and the times of high and low water, if possible, should be observed; state the time also of change of tide, the rate and direction of the current at various stages, both

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on the flow and ebb, and everything relative to this important question. Hourly meteorological observations, especially at the times of the equinoxes and solstices, would be very valuable.

In addition to the observations mentioned in the abstract log, it is desirable that each captain should write, at the end, any general remarks which his personal experience may suggest [as to the route pursued, currents, winds, &c., encountered by the way], more especially if he has frequently made the same voyage.

(1).

(2).

(3).

(4).

(5). LOCAL DEVIATION:—

Before sailing.

SHIP'S HEAD.	DEGREES OF DEVIATION.	SHIP'S HEAD.	DEGREES OF DEVIATION.
NORTH. .		SOUTH. .	
N.N.E. . .		S.S.W. . .	
N.E. . . .		S.W. . . .	
E.N.E. . .		W.S.W. . .	
EAST. . .		WEST. . .	
E.S.E. . .		W.N.W. . .	
S.E. . . .		N.W. . . .	
S.S.E. . .		N.N.W. . .	

When arrived.

SHIP'S HEAD.	DEGREES OF DEVIATION.	SHIP'S HEAD.	DEGREES OF DEVIATION.
NORTH. .		SOUTH. .	
N.N.E. . .		S.S.W. . .	
N.E. . . .		S.W. . . .	
E.N.E. . .		W.S.W. . .	
EAST. . .		WEST. . .	
E.S.E. . .		W.N.W. . .	
S.E. . . .		N.W. . . .	
S.S.E. . .		N.N.W. . .	

- (1). Enter the class of the vessel, her name, country, and the name of the captain.
- (2). If the vessel is of iron or wood; and mention the quantity of iron, if any, in the cargo.
- (3). Enter the names of the places at which the vessel has called during her voyage.
- (4). Name the meridian from which the longitude is calculated.
- (5). Give the table of local deviation at the commencement and at the end of the voyage; and state in the log the manner in which it was determined, and if the vessel was loaded with any iron when the observation was made, or whether any iron as cargo was taken on board after the observation was made.

If practicable, the operation should be repeated during the voyage.

VII

Describe, on pages VII. and VIII., the instruments you have on board, the manner of using them, and of making the observations.

BAROMETER (corrections to)	{	Index error.
		Capacity.
		Capillarity.
		Mean height above the sea.

Compared by Mr.

with the standard at

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THERMOMETERS (correction to). [Number your thermometers, and state the corrections that are to be applied to the various readings of each, to make them correct.]

FORCE OF THE WIND indicated by numbers (sailing by the wind).

- | | | |
|-----------------------------|------------------------------------|--|
| 0. Calm. | 5. With royals. | 9. Close-reefed topsails and courses. |
| 1. Ship has steerage. | 6. Top-gallants over single reefs. | 10. Close-reefed main topsail and reefed foresail. |
| 2. Clean full 1 to 2 knots. | 7. Double-reefed topsails. | 11. Staysails. |
| 3. Clean full 3 to 4 knots. | 8. Triple-reefed topsails. | |
| 4. Clean full 5 to 6 knots. | | |

FORMS OF CLOUDS ARE: cirrus (*Cl.*); cumulus (*Cu.*); stratus (*St.*); nimbus (*Ni.*), etc. [See Plate XVI.]

VIII

ABSTRACT LOG

CAPTAIN _____

DATE.	LATITUDE BY		LONGITUDE BY		CURRENTS.		MAGNETIC VARIATION OBSERVED.	WINDS.		BAROMETER.	
	HOT P.	Observation.	P. M.	Observation.	P. M.	Direction.	Rate.	Direction.	Rate.	Height.	Ther. attach'd.
I. 21.	2										
	4										
	6							(Middle part.)			
	8										
	9										
	10										
Noon.	12							(Latter part.)			
	2										
	3										
	4										
	6										
	8							(First part.)			
II. 1.	10										
	12										
	2										
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
	[a]	[b]	[a]	[c]	[a]	[c]	[a]	[a]	[a]	[a]	[a]

DESCRIPTION OF INSTRUMENTS.

FROM

TO

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THERMOMETER.		FORMS AND DIRECTION OF CLOUDS.	PROPOS. OF SEA CLEAR.	HOURS OF FOG A. RAIN B. SNOW C. HAIL D.	STATE OF THE SEA.	WATER.			STATE OF THE WEATHER.	REMARKS.
Dry bulb.	Wet bulb.					Temp. at surface.	Specific gravity.	Temp. at depth.		
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)
[a]	[b]	[a]	[a]	[a]	[c]	[a]	[b]	[b]	[c]	[a]

This form is intended more especially for men-of-war.

DESCRIPTION OF INSTRUMENTS.

VIII

ABSTRACT LOG

CAPTAIN

		LATITUDE BY		LONGITUDE BY		CURRENT.		MAGNETIC VARIATION OBSERVED.		WINDS.		BAROMETER.	
DATE.	PORT.	Observation.	D. E.	Observation.	D. E.	Direction.	Rate.		Direction.	Rate.	Height.	Ther.	attach'd.
I.	2												
51.	4								(Middle part.)				
	6												
	8												
	9												
	10												
Nov.	12								(Latter part.)				
	2												
	3												
	4												
	6												
	8								(First part.)				
	10												
	12												
II.	2												
1.	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
	[a]	[b]	[a]	[c]	[a]	[c]	[a]	[a]	[a]	[a]	[a]	[a]	[a]

DESCRIPTION OF INSTRUMENTS.

IX

FROM

TO

185

THERMOMETER.		FORMS AND DIRECTION OF CLOUDS.	PROHOR. OF SKY CLEAR.	HOURS OF LOG A. RAIN B. SNOW C. HAIL D.	STATE OF THE SEA.	WATER.			STATE OF THE WEATHER.	REMARKS.
Dry bulb.	Wet bulb.					Temp. at surface.	Specific gravity.	Temp. at depth.		
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)
[a]	[b]	[a]	[a]	[a]	[c]	[a]	[b]	[b]	[c]	[a]

This form is intended more especially for men-of-war.

DESCRIPTION OF INSTRUMENTS.

CONDITIONS UPON WHICH THE WIND AND CURRENT CHARTS ARE FURNISHED
TO NAVIGATORS.

These Charts are based upon a system of voluntary co-operation; and, so far, they have been constructed from materials furnished principally by American shipmasters, and on condition of each one being supplied with such sheets of the Charts as relate to his cruising ground, and which his observations have helped to make.

It has been judged wise to extend this system of co-operation, seeing that it has worked so well in the American merchant service, to the merchant service of all other friendly nations.

Accordingly, the Hon. J. C. Dobbin, Secretary of the Navy, with a spirit of liberality deserving of the highest commendation, has authorized me to place these Charts and Sailing Directions at the disposal of foreign governments for distribution among their shipmasters trading upon the high seas, who will lend their co-operation also, and who will first provide themselves with the requisite instruments for making the observations required, and for keeping the abstract log in the manner required.

It is desirable that the American shipmasters who wish to continue their co-operation, and to continue their claims to be entitled to new editions of Sailing Directions and Charts, should provide themselves with at least three thermometers, which have been carefully compared with a standard for every five degrees at least from 30° up to 100°.

The errors of the thermometer will generally be different for different parts of the scale. Hence the recommendation for comparisons at every five degrees. Nor should the shipmaster purchase a thermometer, even after it has been so compared, if its error in any part of the scale exceed 1°.

It is not required of American shipmasters, as a *condition* to entitle them to the Charts, that they should have thermometers of two scales, viz: Fahrenheit and the centigrade. Their attention is simply called to what the Brussels Conference says upon the subject, with the request that those who shall choose to follow those recommendations upon this point, will state in the abstract log that their thermometers are provided with both the Fahrenheit and centigrade scale. It is always the reading, they will please take notice, by the Fahrenheit scale that is to be entered in this abstract.

Every navigator, who, after receiving a copy of the Charts, fails to comply with these conditions, viz: to keep abstracts of his voyages as per form, and, on his return to the United States, to transmit them to me at the National Observatory, or, if a foreign vessel, to the person appointed in his own country to receive them, forfeits his claim to all future publications.

The Charts are to be had on application either at the National Observatory, Washington, or of George Manning, New York; provided the applicant will comply with the conditions above set forth. The following is the form of the receipt, which he is required to sign for such Charts as he may receive:—

FORM OF RECEIPT.

<i>Received this</i>	<i>day of</i>	185
<i>from</i>		<i>one Abstract Log, one Copy of</i>
<i>Maury's Sailing Directions,</i>	<i>edition, and</i>	
<i>sheets Nos.</i>		(<i>Series A.</i>)
<i>do. do.</i>		(" <i>B.</i>)
<i>do. do.</i>		(" <i>C.</i>)
<i>do. do.</i>		(" <i>D.</i>)
<i>do. do.</i>		(" <i>E.</i>)
<i>do. do.</i>		(" <i>F.</i>)

MAURY'S WIND AND CURRENT CHARTS; *for, and in consideration of which, I promise to keep, in the manner and form prescribed, a journal of my Voyages, and on my return to transmit the same to the National Observatory, Washington.*

Commanding

of

Bound

I take this opportunity to repeat that the *point* of the compass from which the wind blows is what is wanted, also the variation *observed*, and not the variation that is taken from charts or books.

~~By~~ The Abstracts are to be bound. Navigators, in keeping them, and in cutting the leaves out to be returned to this office, will please bear this fact in mind—and leave blank margins for binding;—and enter their winds, remarks, and the like, so that all for the same day may be read at one opening, as on the pages VIII., IX.

And whalemén will please recollect that their abstracts must embrace, for *every day they are not at anchor*, a regular record of their latitude and longitude, force and direction of the wind three times a day, temperature of the air and water, and mention of whales whenever seen.

When any of the routes herein recommended are tried, state whether you have had a longer or shorter passage than vessels sailing about the same time *without* the Wind and Current Charts on board, or without having tried these routes.

It is very desirable to know the temperature of the water, even for a few feet below the surface. Therefore, those vessels that are provided with the means of letting water into the hold, would render a valuable service by drawing a bucket of water through the cock daily, and recording its temperature. Let the water so drawn run a little while first, so that it may be of the natural temperature. State the depth of the cock below the water in the column for Remarks.

